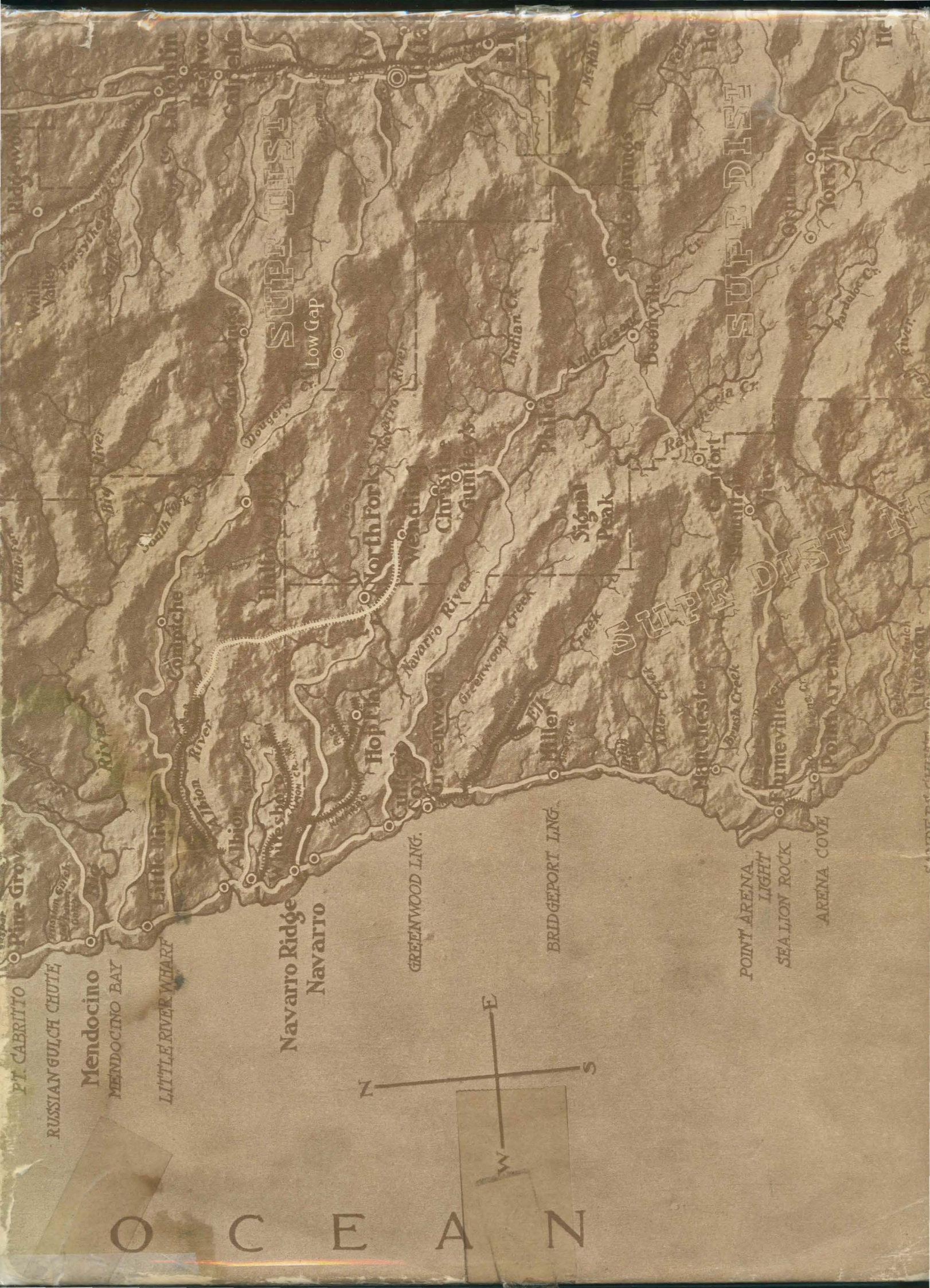




PT. CABBITTO

RUSSIAN GULCH CHUTE

Mendocino

MENDOCINO BAY

LITTLE RIVER WHARF

Navarro Ridge
Navarro

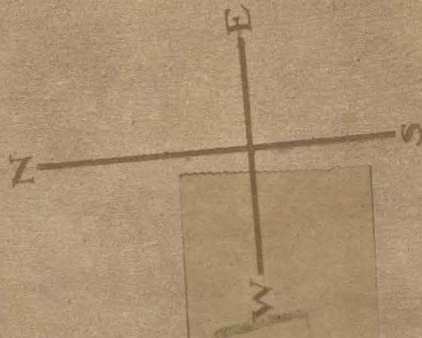
GREENWOOD LING.

BRIDGEPORT LING.

POINT ARENA
LIGHT

SEA LION ROCK

ARENA COVE



O C E A N

Barnhart and Swasey S.F.
James Doyle Jr. Artist



213 3rd. Ave So.
Poulsbo, Wash. 98370
June 3, 1981

San Francisco Maritime Historical Society
Foot of Polk Street
San Francisco, Calif.

Att: Mr. Karl Kortum:

Dear Karl:

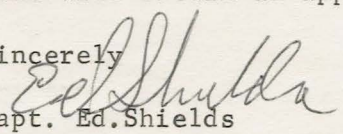
Under separate cover I have mailed today a copy of the maritime history of my father, Capt. J.E.Shields to be placed in the library at your museum. This also includes a lengthy story of the codfishing era.

Many thanks for the past assistance and the copy of the log books from the C.A.THAYER. These are included in the back portion. In this book I have attempted to document the maritime history of my father in a form to be preserved for the family. I made 40 copies of the book for distribution to members of the family and a few selected libraries. The book is not for sale.

I had intended to make the trip down to the Bay City and make the presentation but we have not had the time although we probably will do so this fall. I did not want to wait that long for you to get the document. Please see that Harry Dring and the THAYER crew are aware of this so they can gain information on the fishing portion of the life of the THAYER.

I would appreciate a short note indicating you have received the copy so I can use it for I.R.S. purposes as I will list this as a gift. At present I do not have a value to use but will obtain an appraisal here.

Sincerely


Capt. Ed. Shields

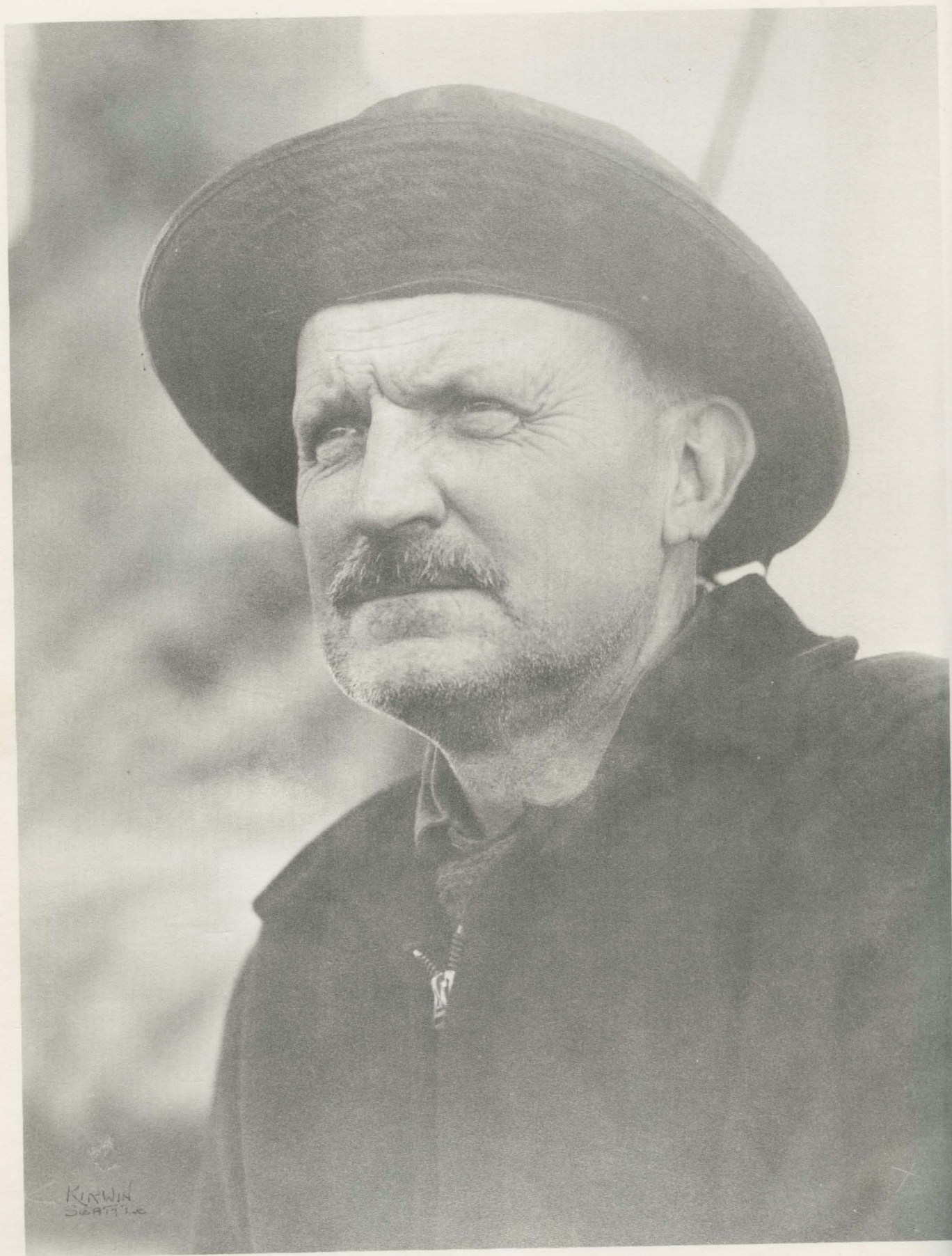
MA

J. E. Shie

CONSTITUTION

June 6, 1931

Volume No. 26



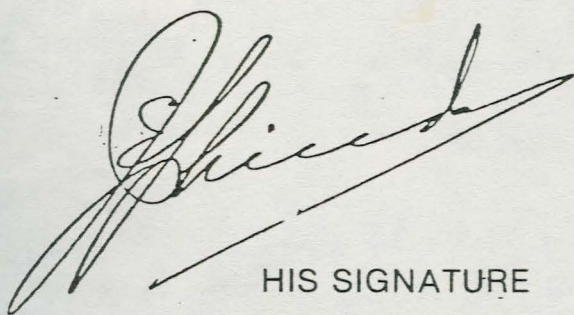
WV
VK
140
SS

MARITIME MEMORIES

CONCERNING

Capt. J.E. Shields

AN HISTORICAL
DOCUMENTATION
COVERING HIS
SHIPPING AND FISHING
ACTIVITIES



HIS SIGNATURE

By Capt. Ed Shields.

This book is presented to:

San Francisco Maritime Historical Society

On this date:

June 2 - 1981

Volume No.

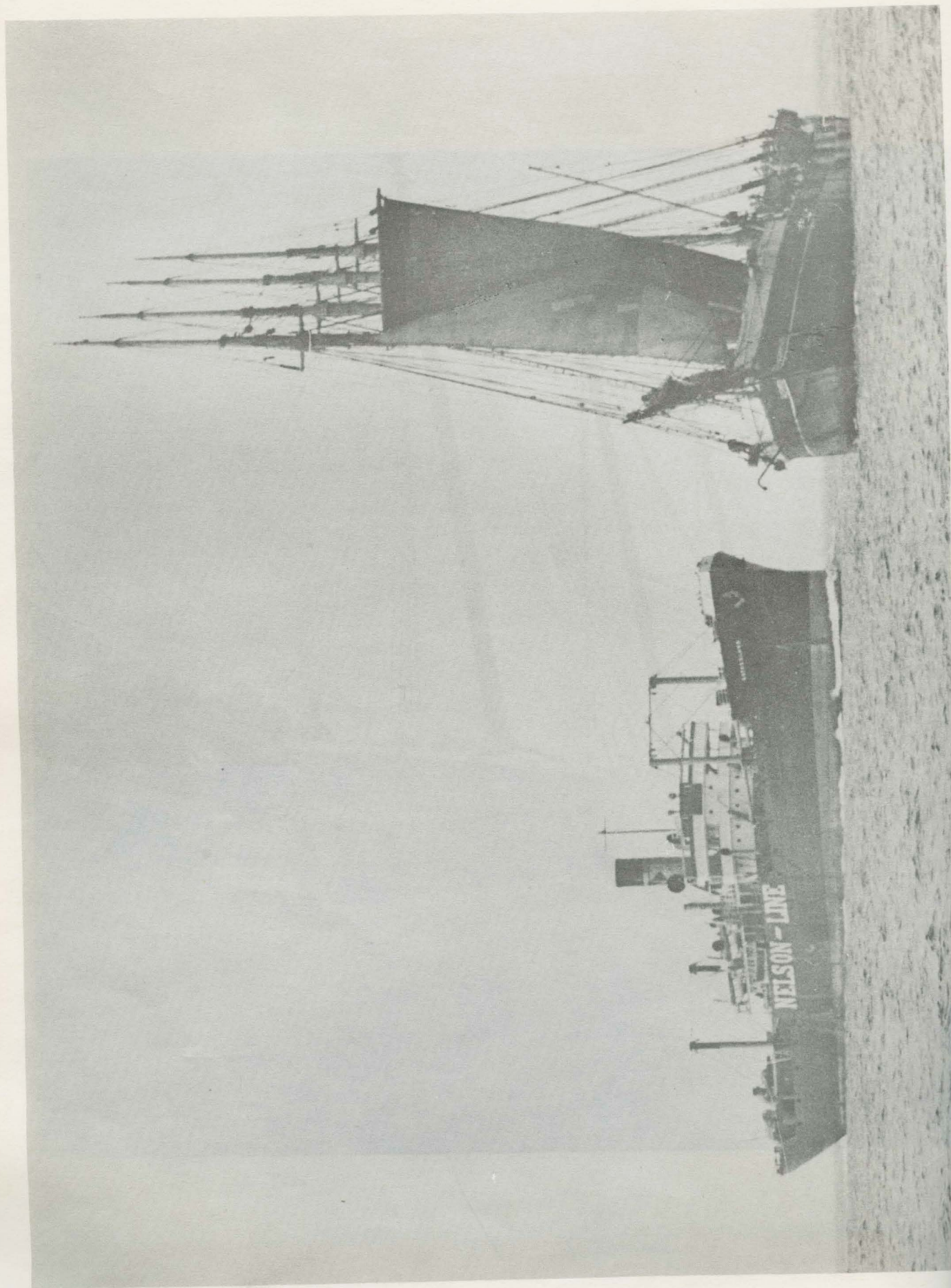
26

Copy right 1980, Ed Shields

No part of this book may be reproduced by any method without the permission of Captain Ed. Shields other than pages 607 to 670. These later pages are a copy of a U.S. Government publication not subject to copyright laws.



Opposite: Sail before noon, The South Christchurch passed by the
Herring Islands, 1901.



Operation "Sally" - U.S. Navy's first amphibious landing on the Japanese Islands for World War II

CONTENTS

Part I	Father's Life	1
Part II	The Story of Dory Fishing for Codfish in Bering Sea Using Sailing Vessels Based at Poulsbo.	31
	Father's Office	33
	Drydocking	38
	The Vessels go to the "Front"	43
	Food for a Codfishing Voyage	57
	Sailing Day	59
	Towing out the Sound	66
	First Day at Sea	70
	Sea Life Begins	76
	Repairing the Winch	79
	The Galley	81
	Sailing Westward Across the North Pacific Ocean	89
	Night Watches	101
	Ocean Navigation	104
	First Anchorage	117
	Anchoring and Anchor Problems	125
	The Dories, Those Wonderful One Man Fishing Boats	127
	Fishing Begins	133
	Fish Dressing and the Deck Crew	142
	The Widow Wind	152
	The Various Fishing Grounds	156
	Bering Sea Storms	161
	Fresh Water	170
	The Season Progresses and the Vessel Moves Along the Banks	174
	Japanese Invasion of Bering Sea	180
	SOPHIE CHRISTENSON's Squaresail	184
	SOPHIE CHRISTENSON on the Beach at Port Moller	186
	The Vessel Returns to Poulsbo	198
	Unloading	209
	Crew Pay	216
	The Poulsbo Codfish Plant	230
	Transportation To and From the Plant	243
	The Poulsbo Cabins	249
	Moorage in Lake Union	251
	Marketing the Codfish Pack	253
	SOPHIE CHRISTENSON's New Masts	257
Part III	The Pacific Coast Codfish Company A History of the Corporation	269

Part IV	A History Concerning Vessels Owner in Part or Entirely by Captain J.E.Shields	319
	JOHN A	321
	CHARLES R.WILSON	338
-	MAID OF ORLEANS	347
-	BENDER BROTHERS	351
-	RUBY	359
	HUGH HOGAN	365
	P.J.ABLER	370
	ALBERT MEYER	373
	ESTHER Ex. HARRIET G	378
-	A.M.BAXTER	393
	ANNIE M.CAMPBELL	398
-	SOPHIE CHRISTENSON	404
	ERIC	418
-	C.A.THAYER	427
	SOPHIE CHRISTENSON Sails to the South Seas.	435
	M V PHYLLIS S, A Seine Boat	445
	M V GENEVIEVE H, A Seine Boat	447
	M V NEW MEXICO, and MUZON, Two Draggers	448
	M V NORDIC MAID And The King Crab Fishery	449
Part V	A Collection of Vessel Log Books Primarily Covering Codfish Voyages to Bering Sea	463
	JOHN A, 1921, Capt. Len Williams	466
	MAID OF ORLEANS 1921, Capt. J.J.Kelly	474
	JOHN A 1922, Capt. J.J.Kelly	481
	JOHN A 1925, Capt. F.Anderson	490
	SOPHIE CHRISTENSON 1930, Capt. Robert Firth	499
	SOPHIE CHRISTENSON 1932, Capt. John Grotle	505
	SOPHIE CHRISTENSON 1933, Capt. J.E.Shields	511
	SOPHIE CHRISTENSON 1934, Capt. J.E.Shields	522
	SOPHIE CHRISTENSON 1937, Capt. J.E.Shields	531
	CHARLES R.WILSON 1938, Capt. Knute Pearson	538
	SOPHIE CHRISTENSON 1939, Capt. J.E.Shields	544
	SOPHIE CHRISTENSON 1940, Capt. J.E.Shields	551
	SOPHIE CHRISTENSON 1941, Capt. J.E.Shields	556
	C.A.THAYER 1947, Capt. Knute Pearson	567
	C.A.THAYER 1949, Capt. Ed. Shields	571
	C.A.THAYER 1950, Capt. Ed. Shields	578
	RUBY 1915, A Voyage to Bering Sea, A Voyage to the Arctic Ocean, and Two Voyages Coastwise With Lumber	590
Part VI	An Early History of Codfishing in the North Pacific by John Cobb, Commissioner of Fisheries	607
Part VII	Schooner ESTHER, A Report Covering a Fire In San Francisco on March 5, 1919 and the Insurance Apportionment of Costs and Distributions.	671

DEDICATION

This historical documentary is dedicated to the younger generation and to the members of the Shields family to the end that the work and accomplishments of Captain J.E.Shields might be preserved and cherished.

of Seattle and San Francisco. He was one of the last persons to own and operate sailing vessels on the Pacific Coast of the U.S. This documentation that I have put together herein is a summary of his activities that I have been able to collect. The facts are from memory and historical research. The prime purpose of this work is to preserve within the Shields family a record of his activities along with my own story of the last days of commercial sail in the Seering Sea sailing trade.

I have collected an assortment of pictures, documents, and other material which I consider worthy of preservation. Many of them I found in my own collection and not easily available to all of my family and to a few selected

ACKNOWLEDGEMENT

The majority of the pictures contained herein are from my personal collection which I have acquired over a period of many years. Most of these I have taken myself. Others were acquired by gift and purchase. The following sources are acknowledged:

Gordon Jones; Pages 218,266
Jim Cole; Pages 203,208,260, 268
Joe Williamson; Pages 35, 50,308 top,387, 394 top, 398 lower, 401
Harry Dring; 308 lower, 423, 430
R.N.DeArmond; 368 lower
Ernie Osborne; 363 lower,364 upper, 368 upper
Puget Sound Maritime Historical Society; 317,401,428
National Maritime Museum, San Francisco;138, 426 upper, 357 upper

The story portion I have reproduced by the electronic method, as there are not sufficient copies to warrant setting the type and plates for printing.

Some of the principal individuals concerned herein:

Father, Captain J.E.Shields
George Shields, Father's brother who was employed in Father's office.
Andy Shields, nephew of Captain Shields.
John Shields, Father's second son and who is now a physician.
Br. Will Jacob, first president of Pacific Coast Cadet Co.
Capt. John Gentry, an original stockholder of P.C.Co and captain of many of the company's vessels.
Esther Brown, Father's bookkeeper for many years.
Captain Ed Shields, Father's eldest son and author of this book.

The reader find words at times, where the typewriter did not print the same letters that my mind intended. Many of these misspelled words have been corrected, although some have slipped through. For these I offer my apologies.

Ed Shields

DEDICATION

This historical documentary is dedicated to the younger generation and to the members of the Shields family to the end that the story of the accomplishment of Captain J.E. Shields might be preserved and cherished.

1885	1885
1886	1886
1887	1887
1888	1888
1889	1889
1890	1890
1891	1891
1892	1892
1893	1893
1894	1894
1895	1895
1896	1896
1897	1897
1898	1898
1899	1899
1900	1900
1901	1901
1902	1902
1903	1903
1904	1904
1905	1905
1906	1906
1907	1907
1908	1908
1909	1909
1910	1910
1911	1911
1912	1912
1913	1913
1914	1914
1915	1915
1916	1916
1917	1917
1918	1918
1919	1919
1920	1920
1921	1921
1922	1922
1923	1923
1924	1924
1925	1925
1926	1926
1927	1927
1928	1928
1929	1929
1930	1930
1931	1931
1932	1932
1933	1933
1934	1934
1935	1935
1936	1936
1937	1937
1938	1938
1939	1939
1940	1940
1941	1941
1942	1942
1943	1943
1944	1944
1945	1945
1946	1946
1947	1947
1948	1948
1949	1949
1950	1950
1951	1951
1952	1952
1953	1953
1954	1954
1955	1955
1956	1956
1957	1957
1958	1958
1959	1959
1960	1960
1961	1961
1962	1962
1963	1963
1964	1964
1965	1965
1966	1966
1967	1967
1968	1968
1969	1969
1970	1970
1971	1971
1972	1972
1973	1973
1974	1974
1975	1975
1976	1976
1977	1977
1978	1978
1979	1979
1980	1980
1981	1981
1982	1982
1983	1983
1984	1984
1985	1985
1986	1986
1987	1987
1988	1988
1989	1989
1990	1990
1991	1991
1992	1992
1993	1993
1994	1994
1995	1995
1996	1996
1997	1997
1998	1998
1999	1999
2000	2000

ACKNOWLEDGEMENT

The majority of the photographs contained herein were taken by the author of this collection which I have gathered over a period of many years. Most of those I have taken myself. Others were gathered by my friends and relatives. The following sources are acknowledged: and others as follows:

1885	1885
1886	1886
1887	1887
1888	1888
1889	1889
1890	1890
1891	1891
1892	1892
1893	1893
1894	1894
1895	1895
1896	1896
1897	1897
1898	1898
1899	1899
1900	1900
1901	1901
1902	1902
1903	1903
1904	1904
1905	1905
1906	1906
1907	1907
1908	1908
1909	1909
1910	1910
1911	1911
1912	1912
1913	1913
1914	1914
1915	1915
1916	1916
1917	1917
1918	1918
1919	1919
1920	1920
1921	1921
1922	1922
1923	1923
1924	1924
1925	1925
1926	1926
1927	1927
1928	1928
1929	1929
1930	1930
1931	1931
1932	1932
1933	1933
1934	1934
1935	1935
1936	1936
1937	1937
1938	1938
1939	1939
1940	1940
1941	1941
1942	1942
1943	1943
1944	1944
1945	1945
1946	1946
1947	1947
1948	1948
1949	1949
1950	1950
1951	1951
1952	1952
1953	1953
1954	1954
1955	1955
1956	1956
1957	1957
1958	1958
1959	1959
1960	1960
1961	1961
1962	1962
1963	1963
1964	1964
1965	1965
1966	1966
1967	1967
1968	1968
1969	1969
1970	1970
1971	1971
1972	1972
1973	1973
1974	1974
1975	1975
1976	1976
1977	1977
1978	1978
1979	1979
1980	1980
1981	1981
1982	1982
1983	1983
1984	1984
1985	1985
1986	1986
1987	1987
1988	1988
1989	1989
1990	1990
1991	1991
1992	1992
1993	1993
1994	1994
1995	1995
1996	1996
1997	1997
1998	1998
1999	1999
2000	2000

As a result of the history of the family, the author is indebted to the following sources for the material used in this collection:

1885	1885
1886	1886
1887	1887
1888	1888
1889	1889
1890	1890
1891	1891
1892	1892
1893	1893
1894	1894
1895	1895
1896	1896
1897	1897
1898	1898
1899	1899
1900	1900
1901	1901
1902	1902
1903	1903
1904	1904
1905	1905
1906	1906
1907	1907
1908	1908
1909	1909
1910	1910
1911	1911
1912	1912
1913	1913
1914	1914
1915	1915
1916	1916
1917	1917
1918	1918
1919	1919
1920	1920
1921	1921
1922	1922
1923	1923
1924	1924
1925	1925
1926	1926
1927	1927
1928	1928
1929	1929
1930	1930
1931	1931
1932	1932
1933	1933
1934	1934
1935	1935
1936	1936
1937	1937
1938	1938
1939	1939
1940	1940
1941	1941
1942	1942
1943	1943
1944	1944
1945	1945
1946	1946
1947	1947
1948	1948
1949	1949
1950	1950
1951	1951
1952	1952
1953	1953
1954	1954
1955	1955
1956	1956
1957	1957
1958	1958
1959	1959
1960	1960
1961	1961
1962	1962
1963	1963
1964	1964
1965	1965
1966	1966
1967	1967
1968	1968
1969	1969
1970	1970
1971	1971
1972	1972
1973	1973
1974	1974
1975	1975
1976	1976
1977	1977
1978	1978
1979	1979
1980	1980
1981	1981
1982	1982
1983	1983
1984	1984
1985	1985
1986	1986
1987	1987
1988	1988
1989	1989
1990	1990
1991	1991
1992	1992
1993	1993
1994	1994
1995	1995
1996	1996
1997	1997
1998	1998
1999	1999
2000	2000

FOREWORD

Captain J.E.Shields, my Father, was a colorful figure on the waterfronts of Seattle and San Francisco. He was one of the last persons to own and operate sailing vessels on the Pacific Coast of the U.S. This documentation that I have put together herein is a summary of his activities that I have been able to collect. The facts are from memory and historical research. The prime purpose of this work is to preserve within the Shields family a record of his activities along with my own story of the last days of commercial sail in the Bering Sea codfish trade.

I have collected an assortment of pictures, documents, and other memorabilia which I consider worthy of preservation. Many of them I intend to donate to a museum or other historical repository. Here they will become buried in boxes and other enclosures and not easily available to all of the family members. Therefore, in order to make these records available within the family and also to others, I have compiled this works. It is my hope that it will be passed along to future generations.

This documentation is not being offered for sale, but it is being given by me to the various members of the Shields family and to a few selected libraries.

There are several sections or parts and each covers some specific portion of the whole story. I have made some duplication within this volume so that each part can be read most easily without constant reference back to another part. It is my hope that the reader will accept these repetitions in the light of my desire to make reading easy within each part or section.

The pictures herein have been printed by the offset method, which is standard. The story portion I have reproduced by the electronic method, as there are not sufficient copies to warrant setting the type and plates for printing.

Some of the principal individuals concerned herein:

Father, Captain J.E.Shields

George Shields, Father's brother who was employed in Father's office.

Andy Shields, nephew of Captain Shields.

John Shields, Father's second son and who is now a physician.

Dr. Eilif Janson, first president of Pacific Coast Codfish Co.

Capt. John Grotle, an original stockholder of P.C.C.Co and captain of many of the company's vessels.

Esther Strahm, Father's bookkeeper for many years.

Captain Ed Shields, Father's oldest son and author of this book.

The reader find words at times, where the typewriter did not print the same letters that my mind intended. Many of these misspelled words have been corrected, although some have slipped through. For these I offer my apologies.

Ed Shields

PART I

THE LIFE STORY

OF

CAPT. J.E. SHIELDS

FOREWORD

This is the first section or part in this book covering the life and business activities of Captain J.E.Shields, my Father. This portion deals with his life where as the other parts deal with particular parts of his business activities.

During his life he was active on both the Seattle and San Francisco waterfronts. He was one of the few still engaged in operating sailing vessels in the lumber freighting business during World War I and continued in this enterprise until 1929. Additionally he was engaged along with Capt. Louis Knafllich in freighting and trading along the coasts of Alaska north portion including Bering Sea to the Arctic Ocean as far east as Cape Bathurst in Canada. Another phase of his life was devoted to the Pacific Coast Cosfish Co and the production of salt codfish and the corollary operation of sailing vessels and one man dory fishing.

Each facet of his life activities I have attampted to segregate in a different part of this book. This part is devoted to his life. The following parts each deal with a different activity.

Father was born on September 25, 1881 on a farm in the Township of Mosa, County of Middlesex, Province of Ontario, Canada. He was the tenth child of Roland Hill and Euphemia Shields. His mother was of the Campbell family before her marriage to Grandfather. There were six boys and four girls and they all lived to become adults and most of them living to be seventy to eighty years old.

Father grew up on that farm on only 100 acres in a community of predominately Scotch Canadians. There were many members of the Campbell family living there from Grandmother's family and other Campbells. Grandfather had one brother, John who lived on a farm across a small river from where Father grew up.

Father went to the local one room school when the time came and then to high school in the nearby town of Glencoe. He spent four years of study there and the last three he lived in a boarding room with a Glencoe family. The distance for commuting from home to school every day proved to be too much especially during the winter when there were deep snows and severe freezing periods. There was no such thing as a car, there were none in the entire area and his father did not have a horse to spare for daily riding to school. Father did tell me that at times he rode the train from Glencoe to a station near the farm along with two neighbor girls.

Father's brothers worked the farm along with Grandfather, the older boys doing the daily chores while brother Duncan went to high school and then to medical college becoming a doctor. Then George completed his high school and business college. Andrew was the oldest and remained at home while Duncan, son no 2 and George, son no 3 completed their schooling after which he married and moved to Lampton County, Ontario. It was then up to son no 4, Jim to continue with the farm work and he never married but remained at home keeping the home fires burning after Grandfather was no longer able to do the heavy work. Father's next older brother, Roland Hill Shields, was not of as robust health as the other boys and not able to do heavy farm work. While Roland was the fifth boy and eighth child, he was given his father's full name and the Jr at the end.

I am not attempting to tell the story of childhood and life on the farm, nor the life and activities of the family members other than how they impacted on Father's life and his career.

Father completed high school in Glencoe in the summer of 1899. With this under his belt, he took his first outside job, that of teacher at Standard School No 15, Brook for the year of 1900. To prepare for this he attended Normal School for a few months. It appears from the letter I have stating completion of the contract that a school teacher took the contract for the calendar year of Jan. 1 to Dec. 31. He told me he received \$225 for the year and had to pay for board and room out of this. Also, he said he was not paid anything until the year was complete, nothing each month for him to meet his own bills. In other words, the teacher had to finance himself for an entire year.

Teaching was not to Father's liking. He next went to Forest City Business College for six months where he acquired skills in typing, shorthand, letter writing, and business practices including bookkeeping.

I found records where Father worked for the Hall Coal Co in Toronto in the fall of 1901, and the International Merchantile Agency as a bookkeeper and stenographer in the winter of 1901/02. Next I have a record that he was employed by the Canadian Pacific Railroad in North Bay Ontario in 1902.

Apparently Father thought life in Canada was passing him by without opportunity for gaining the better life. Father and brother Roland moved to New York City and lived for a time with their older brother George and his family. George had been married for several years to Josephine Rombout Shields and they had one son George Jr.



High Schools
and
Collegiate Institutes.

M^r John Shields having passed the
examination prescribed for the 3rd FORM of the HIGH SCHOOLS
and COLLEGIATE INSTITUTES in the Province of Ontario, is
hereby awarded the **GRADUATION DIPLOMA**
to which he is entitled under the regulations of the
EDUCATION DEPARTMENT.

P. J. Thompson C. A.

Head Master.

J. W. P.

Minister of Education.

Dated at *Glenora* the *19th* day of *December* 18*99*

Upper: Grandfather Roland Hill Shields family. Standing, George, Mary, Jim, Andrew, Roland, Margaret, John.
Seated, Christina, Grandfather Shields, Duncan, Grandmother Shields, Euphemia.
Lower: Left, Father's schoolhouse. Right, Grandfather Shields home where all the family lived.

On the day that Father and Roland arrived, Sunday November 23, 1902, a new daughter Josephine came into this world, thus making the household somewhat complicated for the George Shields family with two strapping young men also sharing the small quarters. At this time George was employed by the Fulton Foundry in Brooklyn, N.Y. I do not know where Father got his first job, but not much later he was working for Armour and Co in one of the offices in the lower Manhattan district.

Later there was some trouble with the Government concerning the operations of Armour and Co. with Father somehow involved. They did not come to the forefront until the summer of 1905. Father was working with Armour during 1902/03.

Father obtained a job with the import/export firm of Ellis and Co. The partners were Mr. Hugo J.M. Ellis, and Mr F.W. Eddy. Mr Ellis was in Singapore most of the time and Mr Eddy was supposed to take care of the office in New York with Father working there. Apparently the office was small and there were other accounts including the Export Shipping Co. News clippings in Father's mementos include some indicating that at a later date there was a problem with the principals involved with the Export Shipping Co and they had sailed out of the country on some unknown vessel and were not to be found. There were bills owing from them to Father and to Ellis and Co. Further, Mr Eddy does not appear in the best light in the letters I have, indicating that while he was in New York and Ellis in Singapore, Eddy made withdrawals of the funds and then left.

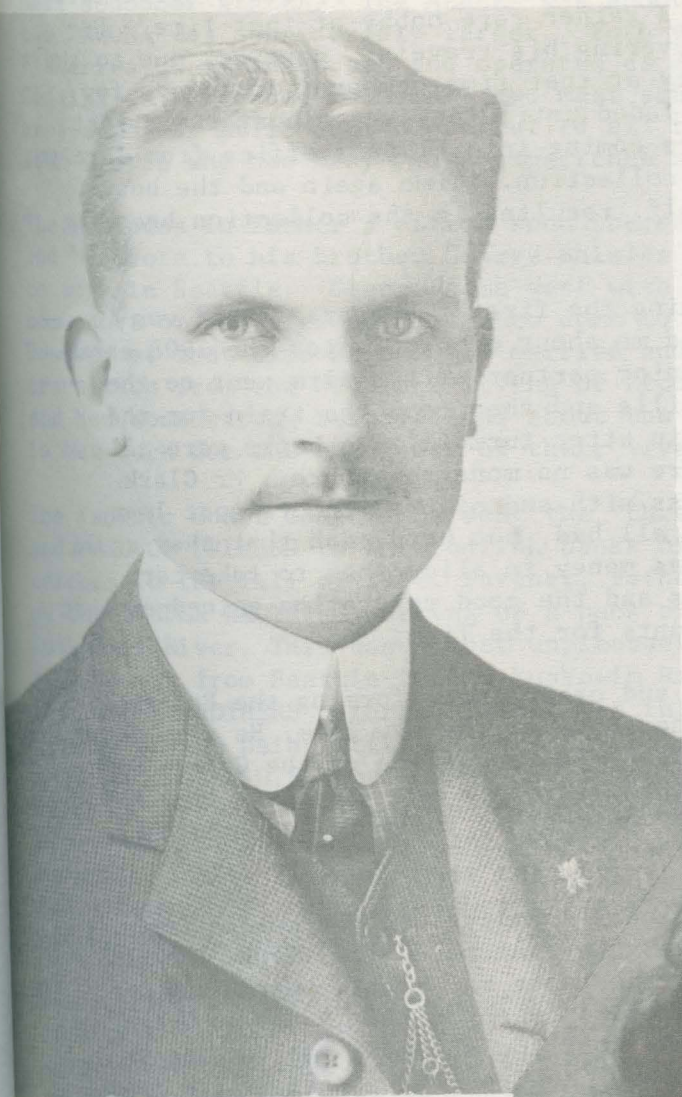
Ellis and Co had many accounts with American firms. I do not know whether Ellis purchased the goods and sold same in the Far East or if they just took the orders and received a commission. I am inclined to think the former, as some of Father's letters refer to shipping instructions, bills of lading, and on how to draw on the consignee. One of the firms Ellis represented was Armour and Co and possibly this accounts for why Father went to work for that firm after being at Armour. Father had several salary raises until he was making \$90.00 per month in 1906 when he left.

During the time Father worked for Ellis and Co, he met Mother and a courtship followed. She was working for the City of New York Public Library, first on Long Island and then in Queens. When Father and Mother were married they took a trip to visit with all the relatives in Mosa on Father's side of the family. Mother's family lived in New York, her father being a carpenter. Father and Mother lived in a small apartment at 427 3rd. St, Brooklyn, N.Y. They were married on June 29, 1905.

In the spring of 1905 Father received a letter from the U.S. Attorney requesting a conference and later received a summons to appear in court, the Northern District of Illinois Federal Court, on July 3, 1905 which was right after the wedding. The case involved a charge by the Government against Armour and Co concerning illegal freight rebates they required from the railroads as a condition for shipping beef. All I have to go on are the news clippings I found in Father's mementos in an old trunk. It would appear Father was employed in the office of Armour doing the shipping and he was a witness for the Government under subpoena. The articles would indicate Armour and Co were found guilty along with several of the higher employees.

The next move for Father was to remove himself from Ellis and Co. One of the contacts he had was with Kelly Clark Co in Seattle, a food brokerage firm dealing heavily in fish especially canned salmon. He left Ellis and Co and was in Seattle with Kelly Clark by early August of 1906. He was given some new accounts to work with especially in the export field to the orient. Father stayed with Kelly Clark Co for several years and had the highest respect for the firm, especially Mr. C.H. Clark.

Father and Mother at the time of their wedding.



One of the accounts of Ellis and Co was the Eastman Kodak Co. Apparently from this Father became interested in picture taking, a rather rare hobby at that time. He collected many family pictures and others covering his travels. However, due to the ravages of time and the inferior film quality at that time compared to today, few are in condition to reproduce now, but have faded until they are almost indistinct. Father also collected stamps from the letters coming into Ellis's office from foreign countries and at one time had a fairly nice collection. Time again and the busy fingers of Father's children, primarily myself, resulted in the collection becoming lost.

Very little information is available concerning the first few years Father was in Seattle with Kelly Clark Co. One item he told me about occurred after the 1908 earthquake in San Francisco. Mr C.H.Clark, the senior partner of the firm went to the Seattle bank and withdrew \$50,000 in small bills and then took the train for the city by the Golden Gate. San Francisco was in utter turmoil! The banks were all closed because of the resulting fire and there was no money anywhere. Mr Clark called on those men he had been doing business with and offered them a spot loan of money. Not credit in the bank which they all had, but hard cash that they could use to purchase food and lodging with. It was money to allow them to take care of their families. Father told me about this and the good reputation gained at that time lasted for many years and made new accounts for the firm.

In the early spring of 1911, Dr Eilif Janson and others were forming the Pacific Coast Codfish Co and Father bought some of the stock in the new firm. He also obtained the sales account for the new company and opened his own office on the Colman Dock in the center of Seattle waterfront. I do not know if this was the first time Father went on his own, separate from Kelly Clark Co, or not. I think he had made the break earlier and was working on his own by then.

Soon after this, Father became involved with Louis Knafllich who was conducting freighting and trading in Bering Sea. Together they purchased the BENDER BROTHERS a small two mast schooner on August 23, 1913; the three mast centerboard schooner RUBY on May 9, 1914; and the three mast centerboard schooner HUGH HOGAN on Oct. 25, 1915. A 140 HP gas engine was installed in the RUBY and she made two voyages to the Arctic, going as far as Cape Bathurst, several hundred miles east of the mouth of the Mackenzie River to deliver the annual supplies for the Hudson Bay Co and the Canadian Government Schools. There is a separate account of each vessel elsewhere in this document.

In the purchase of these vessels the ship's documents show the ownership as Anice J.Shields $\frac{1}{2}$ and Louis Knafllich as $\frac{1}{2}$. At this time Father had not yet obtained American Citizenship and therefore could not own any portion of an American vessel. However it was O.K. for him to own a portion of the stock of a corporation licensed under the laws of the State of Washington and this corporation did in fact own vessel and Father acted as agent for the operation of those vessels when dealing with the U.S.Custom House.

During this same period Father was involved with the Pacific Coast Codfish Co and that corporation purchased the three mast schooner JOHN A of Feb. 20, 1911. This was followed by the purchase of the three mast schooner CHARLES R.WILSON on Nov. 7, 1912 and the purchase of the two mast schooner MAID OF ORLEANS on Dec. 30, 1913. The codfish business was growing fast and additional supplies of salt cod were required each year to satisfy the market demand.

The sales of salt codfish had been going well for the years 1911, 1912, and 1913 for the new company. As noted earlier, this company had purchased the JOHN A in 1911 to start operations followed by the CHARLES R.WILSON in the fall of 1912, or in time for outfitting for the 1913 season. Then in 1913, they turned down the opportunity to purchase the WAWONA a fine three mast schooner and also the three

mast schooner AZALEA. The AZALEA was about the size of the CHARLES R. WILSON and the WAWONA was considerably larger. Both vessels were later purchased by the Robinson Fisheries Co of Anacortes and operated as codfishers. Instead, the Pacific Coast Codfish Co purchased the small two mast schooner MAID OF ORLEANS. The company president, Dr Eilif Janson overruled all the other stockholders including Captain John Grotle who had many years experience at codfishing whereas the Doctor had none.

The business in Father's office soon increased beyond what he could handle by himself and he wrote to his brother George Shields who was still in New York, with an offer to work in Seattle. George came west with his family in 1913. Father also made some sort of an offer to Roland to come to Seattle but I do not know what year. However at that time Roland was married and his wife Ann did not want to make the transition from the New York living of Brooklyn to Seattle living. She was a nurse and had some strong reservations about the move. Roland and Ann continued to live in New York for the remainder of their lives.

The Pacific Coast Codfish Co sent the three schooners JOHN A, CHARLES R. WILSON, and MAID OF ORLEANS to the codfish banks of Alaska and they returned with good catches in the fall of 1914. Further, Father and Mother spent the summer of 1914 on the BENDER BROTHERS putting up a pack of mild cured salmon in the mouth of the Kuskokwim River. This was a most unpleasant summer for Mother. She was sea sick all the way from Seattle to the Kuskowim River and likewise on the return. When the BENDER BROTHERS returned Father was informed that the Great War in Europe had started and he being still a Canadian Citizen was subject, possibly, to conscription in Canada. The U.S. Government might deport him as a non citizen of the U.S. so he could serve in the Canadian Army. Further he was informed the Colman Dock had burned and his office was there. Such a fire would have destroyed all the office records. Father learned later that George had salvaged all the records and the fire had not consumed the entire wharf. Relative to being a non U.S. citizen, this gave him many days and even years of worry.

The outbreak of war in Europe was accompanied in the U.S. with very hard times all over this country. The sale of salt codfish fell off drastically. Father decided extreme measures were required and he made a three month trip all over the country to sell codfish wherever he could. He had good results in the Minneapolis- St Paul area and some near Chicago. He went extensively through the southern states with very little results as the freight rates from Seattle were far more than from Gloucester, Mass. However he did hit the so called jack pot in Newark, New Jersey in the firm of J.H. Beardsley and Co. This firm made a product called codfish cakes with shredded fish. The use of straight Atlantic Ocean cod did not produce the best product due to the coarse fiber texture of that fish. A better solution was to mix a proportion of the fine texture Pacific Ocean cod. Thus Father obtained an order for 3000 tons of salt codfish to be delivered at the rate of 600 tons per year. I believe the 600 ton. was on the basis of ex-vessel weight. However, the cod were skinned and the major bones removed in Poulsbo before shipping to Newark. In the end this contract almost caused the company to go broke. There was a fixed price for the fish and several years later when the war involved the U.S. and the cost of fish production had increased greatly, Mr. Beardsley agreed to a price increase rather than cause the company to fail in which case he would not have had the supply of fish he desired.

The operation of the schooners with Louis Knafllich must have gone along well when you consider they owned three vessels and then took the P.J. ABLE on charter in 1916 making four vessels for the partners. The P.J. ABLE took fire on the journey north when she was about one day's travel out from Juneau, Alaska. She was brought back into Juneau harbor with the fire still burning and while there it got out of control and consumed the vessel.



Sometime along about this date, early 1910's, Father became the Seattle agent for the Oliver Salt Co in San Francisco. This firm made salt from the waters of the bay in large evaporataion ponds in the south end of the bay. The salt crystalized in the fields as the sun evaporated the water. Well, Father became the major source of salt for the fishing industry of Alaska and British Columbia. He told me that one year he sold 17,000 tons of salt. He also was a broker for salt herring, salt salmon, and a little salt black cod.

Father developed a reputation as the best judge of salt herring in Seattle. The herring came from Alaska by steamer and much of it was eventually destined for further shipment to New York where the Jewish trade consumed it. Father was called on to take samples and test or taste it. He would go down to the wharf where the barrels were stored, taking his set of coopers tools so he could open any barrel he might select. He would then reach down through several neat layers of herring and pull one out. The fish was then torn open exposing the flesh near the back bone. Father then took a bite of the flesh, chewed it and spit it out, all the while tasting and smelling it. He said he would exhale the air in his mouth through his nose and this gave the best results. Anyway his word was final and accepted by the buyers in New York. It might be mentioned that after the herring were salt cured they could be eaten without need for cooking as salt cured fish does not necessarily need cooking, it is no longer in the state of raw fish.

Some of these years must have been terrific for the amount of work Father did. Take 1914 as an example. There were three codfish schooners to be outfitted and sent to Bering Sea codfish banks. This required the assemblage of the crews for those vessels and all the supplies and overseeing the entire operation. One year he even sent Captain J.J.Kelly to Gloucester to recruit men to come to Seattle and fish codfish. Then it must be remembered that the fall before, that is 1913, Father together with Louis Knafllich had purchased the BENDER BROTHERS. She was sent north with trading supplies and fishing outfit to catch and pack mild cure salmon from the run of king salmon in the Kuskowim River of Bering Sea. Father and Mother made the trip. However, before they left, Father and Louie purchased the RUBY, brought her to Seattle where a new gas engine was installed and she was sent north with supplies for the Arctic.

Father made the trip to the Kuskowim along with Mother and put up a good size pack of mild cure salt salmon. Mild cure has just a little salt, enough that the fish will keep in a cold climate or in cold storage in Seattle. He was back in Seattle in time for the return of the codfish fleet. In other words, Father was operating a fleet of five vessels at the time! For the vessels where he and Louis Knafllich were partners, it was my understanding that Father had put up all the money even though the papers show Louis as being a 50% owner.

Evidently the freighting to Kuskowim, Bering Sea, and Arctic was profitable, for on October 25, 1915 Father purchased the three mast centerboard schooner HUGH HOGAN. The first document I found in the National Archives in Washington D.C., was issued in Portland, Oregon with above date, but I believe Father had purchased her in Hong Kong and that the transfer could not be made until her return to U.S. waters. The document shows Anice J.Shields as $\frac{1}{2}$ owner and Louis Knafllich as $\frac{1}{2}$ owner. She was also intended for the freighting trade in Bering Sea where the larger steamers did not want to call, ie, the small out of the way villages where there would be only a few tons of freight and this most likely had to be lightered ashore due to no wharf or safe harbor. I do not have any record of where this last vessel did sail.

Still another venture with Louis Knafllich occured in 1916 when the partners chartered the small three mast auxiliary schooner P.J.ABLER from her owner, Edward A.Barn of

Nome Alaska. She departed for Alaska with Louis Knafllich signed on as master, but on the way she took fire and burned. Thus Shields and Knafllich were involved with a total of four vessels at the time.

This partnership continued for many years and I have not found when it did terminate. The BENDER BROTHERS was not sold until 1920 and the HUGH HOGAN was sold in 1917. The RUBY was sold or transferred to the Kuskowim Fishing and Trading Co whose address was on the Colman Dock in Seattle. The Secretary of State, State of Washington does not have a record of the company being incorporated in the state, so I did not find out whether Father was still involved although I believe he was.

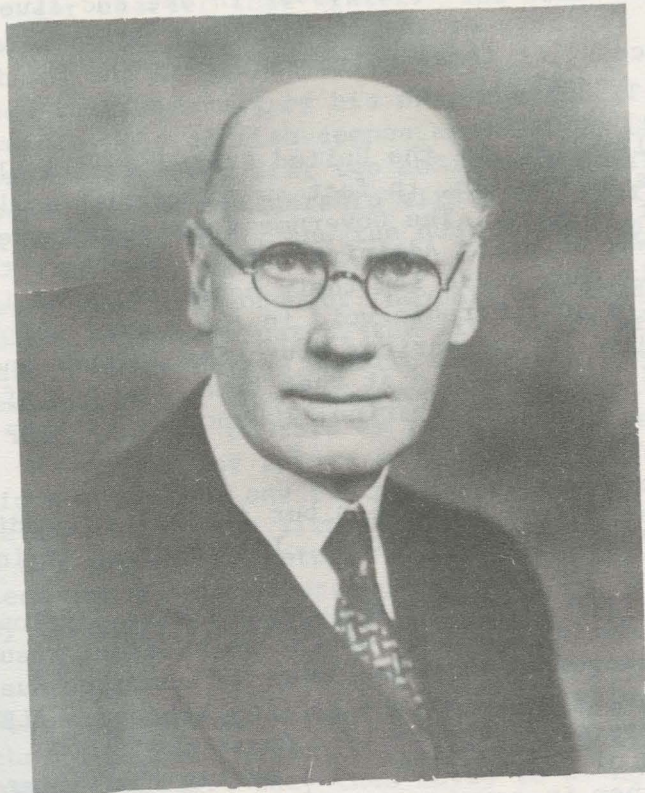
Father's next activity of noteworthy interest to be recorded among the waterfront shipowners was the purchase of the ALBERT MEYER on September 7, 1916. This was soon followed by the purchase of the A.M. BAXTER on November 15, 1916. Both dates are from the vessel's papers now in the Federal Archives in Washington D.C. The actual purchase might have been earlier. The two vessels were operated in the off-shore lumber freighting trade from Puget Sound, Grays Harbor, and San Francisco to the South Sea Islands. For most of the voyages there was a return cargo of copra to San Francisco or Seattle. The ALBERT MEYER was shown as owned by the Deep Sea Shipping Co of Seattle of which Father was the sole owner. The company was incorporated in the State of Washington. The ALBERT MEYER spent most of the time hauling lumber from Bellingham to Hawaiian Islands and as there was no copra there she most often had a return cargo of raw sugar for the Spreckles refinery in San Francisco Bay.

The codfish industry was also prospering after the low slump of 1914. In 1915 the Codfish Company operated their three schooners and also chartered the FORTUNA, a two mast schooner even smaller than the MAID OF ORLEANS, but a vessel that had been engaged in the salt codfishery for many years by other firms. Thus in 1915 there were four vessels fishing for the Pacific Coast Codfish Co. The FORTUNA was not chartered for the 1916 season. Then in the fall of 1917 the Codfish Co entered into a contract with the West Waterway Boatbuilding Co to construct a new three mast schooner for the price of \$65,000. However, with the war expanding and the U.S. then involved, the contractor backed out of the agreement and the vessel was not built.

The Pacific Coast Codfish Co had purchased the schooner ESTHER on September 21, 1917 for \$19,250. I have not been able to determine her condition at the time. At any rate she had formerly been named HARRIET G and the previous winter when outbound from Puget Sound with a full cargo of lumber, she had been dismasted when off Cape Flattery and then towed into Seattle as a derelict. Her rig as HARRIET G had been as a two mast brigantine, that is square rig yards on the foremast and schooner rig on the second mast. Sometime later she was re-rigged as a three mast schooner and in that condition Father operated her. How much rigging was done before the Codfish Co purchased her I have not been able to determine. However the Codfish Co must have done some work as Father paid the company \$27,500 for her. I examined the vessel documentation records in the National Archives in Washington D.C. and find her ownership transfer from the Pacific Coast Codfish Co to Father occurred in San Francisco on March 4, 1919. The new owner was shown as the Deep Sea Shipping Co, a corporation licensed in the State of Washington. The actual sale had been agreed to earlier for the records of the Pacific Coast Codfish Co meeting of the Board of Trustees on April 25, 1918 include the following:

"The object of the meeting was stated by the president to be the ratification of his action in selling the schooner ESTHER for the sum of \$27,500, and to make and execute all agreements and will sign all documents necessary to the proper transfer

Upper: George Shields at the time he came to Seattle. Lower: Kelly-Clark office in Seattle with Father seated at desk, C.H. Clark behind, and Ed. Hamlin standing.



of title to the purchaser." The minutes do not mention who the purchaser was. Father used the ESTHER for hauling case oil, that is kerosene in one and five gallon cans from the San Francisco Bay area refinery of the Standard Oil Co to some of the remote islands in the Pacific Ocean, at times going as far as the Philippine Islands and New Zealand with this small vessel.

With the war in Europe going full blast and the United States now involved there was a large demand for all kinds of vessels, in fact anything that could carry a cargo from here to there was put to work. The Government had instituted a massive shipbuilding program under the War Shipping Administration. Further, the Government had requisitioned all the vessels they could lay their hands on, that is, all the vessels with engines. This left a considerable void in the normal shipping circles. There was a great demand for lumber in the various South Sea Islands and also for copra in this country. According to an article at that time, one ton of copra would produce 1100 pounds of edible oil for oleomargarine, 100 pounds of soap grease, and 800 pounds of cattle feed.

The April 1918 article is in the scrap book section but for easier reading due to the importance I place on these off-shore activities, I am quoting it in its entirety:

"Operating a fleet of sailing vessels, Seattle shipping men have developed an important trade with the South Sea Islands during the past winter as a direct result of the scarcity of carriers and as rearrangement of ocean lanes of commerce due to the European war according to J.E.Shields owner of the sailing schooners ALBERT MEYER and A.M.BAXTER and secretary treasurer of the Pacific Coast Codfish Co.

"Instead of laying up the vessels of the codfish fleet during the winter months as in previous years, we have kept them in service carrying lumber to Hawaii and copra from the South Pacific to this coast" said Shields today.

Copra Increases In Value

"Copra which is cocoanut meat dried in the sun after being broken up, is a valuable commodity. One ton of copra will produce 1100 pounds of edible oil for oleomargarine or compound lard, 100 pounds of soap grease, and 800 pounds of cattle feed. The value of copra has increased as a result of the war and the advanced freights have made the transportation of this product a profitable business.

"Shields said the schooner ALBERT MEYER, Captain H.J.Anderson, which sailed recently from Hawaii for the Philippine Islands, will load copra in Zamboanga, Mindanao, for Seattle. The vessel carried a cargo of 665,000 feet of lumber from Bellingham to Kahluli.

"The schooner A.M.BAXTER has arrived in San Francisco from Papeete, Tahiti with a shipment of copra and a deck load of 98,000 cocoanuts. The BAXTER, Capt. Harry Ashbury will load case oil in San Francisco for Suva, Fiji and in that port will take a cargo of copra for Seattle, coming from the South Seas to Seattle direct.

Outfitting For Annual Cruises.

"The schooner CHARLES R. WILSON made a voyage to Levuka, Fiji and delivered 400 tons of copra in San Francisco. The WILSON and the schooner MAID OF ORLEANS are now in Poulsbo, outfitting for their annual cruises to the Bering Sea. The schooner JOHN A of the same fleet is loading salt in San Francisco and upon her arrival here will outfit for her summer cruise in Northern waters. The JOHN A of the same fleet carried a cargo of copra from Nukalofa, Tongatabu, South Seas to San Francisco arriving in the Golden State port on March 12.

"Shields said that the vessels of the Pacific Coast Codfish Co delivered 1000 tons of codfish in Seattle last fall and during the winter carried 1000 tons of copra from the South Seas to San Francisco."

End news quote.

Father had chartered the vessels from the Pacific Coast Codfish Co to himself for the winter freighting operation. He also had the WAWONA of the Robinson Fisheries Co of Anacortes under charter that winter. The JOHN A and CHARLES R. Wilson alone could carry the 1000 tons.

So..... Father had three vessels of his own, the ALBERT MEYER, A.M.BAXTER, and ESTHER; three owned by the codfish companies, JOHN A, CHARLES R. WILSON and WAWONA in the winters and the first two codfishers during the summer codfish season. Then there was the partnership with Louis Knafllich that operated and owned the BENDER BROTHERS, RUBY, and the HUGH HOGAN up until Jan 1917.

The following years were all good for the shipping trade. The contract with J.H. Beardsley and Co had been terminated, the five years were completed. Beardsley wanted to purchase a share in the Pacific Coast Codfish Co. in order to give him a voice in the management of the operation and thus an assurance of a supply of fish. Dr.Janson would hear nothing of this as it might challenge his position as president of the company. He drew a fat salary as president although Father repeatedly told me the Doctor did not perform any of the day to day work of the company and his salary was quite a drain on the firm finances, being paid out where nothing of value was received by the company in return. With the loss of this contract there was no longer the need for the large production of salt cod. Additionally, the loss of the Beardsley contract accounts for the sale of the ESTHER by the company to Father.

While business was prospering, Father and Mother were attempting to raise a family. Father had purchased a small house in the Ballard district where they lived for several years about 1912/15. They then moved to a house on the corner of 21st. and East Cherry St. The next residence was on the corner of 33rd. and East Jefferson in the Madrona District. They lived there until about 1919 when Father purchased a large four bedroom home covering two full floors plus a basement and a full attic. This turned out to be the family home until his death in 1962. Mother preceeded him when she passed away on June 29, 1946. This home had a beautiful view of Lake Washington and the Cascade Mountains and was at 1703-39th.Ave.

Father and Mother had several children before me that did not live. My next older brother, John Edward Shields Jr. lived for three months. A girl baby lived only two days, so I never knew either of them. I arrived on the scene on January 1, 1916 and was followed by my sister Phyllis who was born November 4, 1917. My other brother, John Riley Shields did not appear on the scene until May 3, 1922. This completed the family.

Father was given to the old adage of 'all work and no play makes Jack a dull boy'. He loved the outdoors and hunting. He made several trips to Alaska for big game including a bag of a large moose on one of those trips. He was a member of the Seattle Gun Club and spent most every Sunday morning trap shooting at the club site on Magnolia Bluff. The club house was on the south edge of the Fort Lawton reservation. He also joined a small gun club with club house at Dungeness; that is the town site. Here he met a life long friend, Riley McCoy with whom he had many enjoyable trips hunting and joint family recreation. I can even remember one summer the two families spent a week at a resort on the ocean beach at Mora on the north side of the Quillayute River.

Father was not the best sportsman. He played every game to win. There was never the thought of second place. It did not matter what the activity, whether duck hunting, fishing, upland birds cards, or what ever; he played for first place. Second or horribly third place was utterly unacceptable. So, when he did not get the largest fish or the most ducks, he was not the best of company and often became quite unhappy. However, this was his philosophy in all his activities of life. Never take second place. That was for the other fellow, for him it was always his goal to be first. This was the case in his business activities. He only took part

DRYDOCKING

All vessels operating in salt water are subject to the growth of maring organisms on the underbody, even steel and iron vessels. Additionally, wood vessels are subject to the variety that bore into the wood and consume it, such as teredoes and limnoria. The teredo is a worm that gains entry under the surface of the wood that is under water and bores long holed generally slightly larger than a pencil but never surfacing. You do not see this creature on the wood planks, however he can do great damage if allowed to get a start. The limnoria is a creature like a sand flee and attacks the surface of the wood, leaving it with a roughened apperance. Both can be prevented with proper anti fouling paints. Further there are other creatures that attach themselves like oysters and barnacles and muscles. These just grow there and feed on small plankton and other life, however, their presence creates a great drag on the vessel and reduces the speed through the water from what would occur with a clean smooth hull.

Accordingly it was necessary to haul the vessels out of the water prior to a voyage and clean the under body, then give it a heavy coat of copper paint to prevent regrowth of organisms, at least for a while. Those vessels moored in fresh water in Lake Union, Seattle were safe from the borers but had to be cleaned just the same. While the vessel could be taken from the lake and used at sea for a few months without undue danger from the boring varieties, the lack of a clean bot would greatly slow her movements.

After the construction of the Government Locks in Ballard in 1917, Father had the vessels in lay up or while waiting between voyages, always moored in the fresh water. Sometimes in Lake Union and at other times at the Port of Seattle Fishermen's Terminal in Ballard. Anyway in the spring of each year, each vessel that was to operate was towed to the Lake Union Drydock Co plant. They had a float drydock, so this would be submerged, the vessel floated in over the "blocks", and then the water in the wings of the drydock was pumped out. This caused both the submerged dock and the vessel inside to be raised and when the drydock was fully pumped out the keel of the vessel would be up to ten feet above the lake water level.

in those projects or undertakings where he could excell. It was wonderful to live in a home where the head of the household held these thoughts so high. We could always look up to Father. He was the guiding light of our lives. He could always make a decision rather than to parry a question. A wonderful environment.

Back to the business activities along the waterfront. This was Father's dream land. His office was always on the west side of the railroad tracks on the waterfront of Seattle, that is, on one of the piers or wharfs. His office was on the Colman Dock for many years but my first memories were after he moved to Pier No.1. He had to be able to inhale the sweet odor of the seas even though at many tiime the odor emanating from the bay along the shore and under the wharfs was enough to repel even those persons who were formerly associated with the Chicago stock yards. The dead fish from the several fish houses that had been disposed of through the floor of their dock when coupled with the sewage outfalls along the bay was more than enough to let you know when you were approaching that realm where the beautiful ships were moored. So much for that part.

The years immediately following World War I were prosperous for the shipping industry. There was still a shortage of bottoms due to the large losses imposed on the merchant fleets of the Allies by the marauding submarines of the German Navy. The U.S. shipbuilding program was in full swing by the time of the armistice and those sail vessels just completed and those still on the stocks were in demand. The small size wooden steamships were a drug on the market and of no use to anyone. However, the days of sail still had a few more gasps to play out before the final end. There was a sizable trade between the United States and the South Seas, and due to the extreme distance of the islands, the small steamers could not make the trip. They were too small to carry the necessary fuel for the round trip and still have space for cargo. Here the sailing vessel was right at home. All the available space on the vessel could be devoted to cargo. The space for the crew consisted of the Captain's cabin at the stern and the crew foc's'le on the forward end of the deck. This only consumed a small portion of the space and did not add weight or burden to the vessel. There was still more than enough space for the cargo that would bring the vessel down to her marks.

Accordingly Father was able to find profitable charters to haul lumber from the west coast mills to those beautiful islands of romance in the South Seas. That is, until 1921/22. Then the bottom literally fell out. There were many new constructed wood sailing vessels, fresh off the builder's ways and with twice or more the size of Father's small schooners that were willing to cut freight rates below the bone in order to get a charter. For those new vessels it was either operate at a loss or tie the vessel up and contemplate she would never make even one voyage before being burned to recover the metal fastenings. As it turned out many vessels were scrapped before they made the first trip. Father was not to be left in the lurch. His eyesight had always been very keen and at this time he saw the handwriting on the wall and took precautions. He sold the ALBERT MEYER on May 16, 1919 to Mr. L.A. Scott of Mobile, Alabama while vessel prices were still good. The A.M. BAXTER had been lost in 1918 and not replaced in his fleet. The HUGH HOGAN had been sold to Mexican interests. Only the ESTHER remained in his individual or personal ownership. He continued to operate her in the off-shore lumber/case oil/ copra trade for several more years. On April 21, 1924 he sold her to Ottar Hofstad, a fish packer living in Seattle but operating in various locations in Alaska.

Father continued to charter vessels from the Pacific Coast Codfish Co for several years after the end of hostilities. They were employed during the winter months for off-shore trips which turned out to be more profitable than the codfishing voyages during the summer. In fact, the CHARLES R. WILSON did not fish for cod in Bering Sea in 1921 due to the combination of a late return from a trip to the south seas and a reduced demand for salt codfish.

The Pacific Coast Codfish Co sent the three vessels in 1922, namely CHARLES R. WILSON

If the vessel had returned from a long voyage or in later years when we moored the vessels in salt water in the bay at Poulsbo, there was an enormous mass of sea growth hanging from the hull. This had to be scraped off and then washed with a high pressure hose. Of course the barnacles requires a scraper to get all the material off. The hull was allowed to dry which occurred remarkably quick considering it had been under water all the time since the vessel had been built except for the few days each year when on dry dock. Apparently the paint remaining from the last drydocking did the job, for unless it was raining that day the hull would be relatively dry within two or three hours.

At a commercail drydock we preferred to have the vessel raised on Friday morning, then stay in the air over the week end which gave three days without having to pay for those days. The drydock charged for each working day, called 'lay days', and the week end were not work days so they were free. On the last day a heavy coat of copper paint was sprayed on making sure to cover at least one foot above the water line. After the vessel was in the water we applied additional paint from where the shipyard left off, on up to a straight line somewhere above what would be the loaded waterline. This was done from a float or dory. If the shipyard went all the way up they would have to rig scaffolding so as to cut a straight line on top. We could do this above water portion at less cost.

The vessel was taken to the drydock or shipyard as it should be called by a small commercial tug usually. There were times when Father had the fishermen run a rope line from where the schooner was anchored in the middle of Lake Union to the outer end of the shipyard wharf. After the anchor had been hoisted home, the vessel's winch would take a strain on the line and haul the vessel over to the yard. There were other times also that I remember when we had the PHYLLIS S, Father's 65 foot seine boat do the moving.

After World War II, we discontinued the policy of taking the vessels to Lake Union. They were kept tied to our wharf in Poulsbo. This allowed all activities to be in one place. Several different years I placed the vessels on the beach to do the job. I had a power boat that had been purchased surplus and which had two 90 HP

JOHN A. and MAID OF ORLEANS. This was the last codfishing voyage for the small MAID. She remained in lay up and was sold to the Arctic trader Captain Christian Klengen-berg in the spring of 1924.

The post war years of the early 1920's were a period of consolidation and regrouping. The war years that were now over had been a time of feverish activity. Father had been sailing high and came out of that time on top. Now he was slowing down and devoting energies elsewhere. He was the Seattle agent for the Oliver Salt Co of San Francisco. Through his close association with the fish packers of Alaska and British Columbia as well as Washington, he had become the largest dealer in salt for commercial use in this area. This was consuming much of his time. Further, the codfish operation was requiring closer attention and more efficient methods of procedure. Still the days were most pleasant. One of the benefits was that he did not need to spend so much time in San Francisco for during the feverish preceeding years he was in that city nearly as many days per month as in Seattle. With travel by train requiring over two days each way, he was gone from home a considerable portion of the time.

By the fall of 1924 the urge to expand and again own vessels in his own right took over. The sailing vessels that were constructed during and immediately after the war were now laid up, their owners having found out that the glory days of 'anything goes' was now past. These vessels could lift 1,500,000 feet of lumber and cargoes of that size were not to be found. The square rigged vessels commandeered from the Germans at the end of the war had been put to work but had not proven profitable. Lake Union in Seattle was full of idle sailing vessels, the most of which would only make one more trip, that to the ship breakers and the fires of Richmond Beach north of Seattle for the purpose of recovery of the metal fastenings used in their construction. Father liked three and four mast schooners that could carry 500,000 to 850,000 feet of lumber. The larger ones cost more to operate and cargoes of that size were not available.

The early 1920's brought extended steamship service to the numerous islands of the South Seas, especially those vessels traveling from the west coast ports to Australia and China. They could call at several islands along the way if there were, say, one thousand tons of cargo and there was a safe harbor where they could unload. This limited the larger towns or cities as now not available to the sailing vessels and only the remote outports being left. Still Father had hopes, for nothing is gained without making the effort to try. Accordingly, on September 24, 1924 he purchased the four mast schooner ANNIE M CAMPBELL from George Billings. Captain Harry Oosterhuis was master and remained with her. Father obtained a charter for her to load a full cargo of lumber in Port Ludlow for Noumea plus 500 cases of canned salmon. On the return she brought back a full cargo of copra from Rotuma to San Francisco. She then came back to Seattle, loaded another full cargo of lumber in Port Ludlow, this time for Samoa. She returned empty as no copra charter was available. She was laid up for a while and then Father sold her in 1926 to interests in Chili. She loaded a full cargo of lumber in Tacoma, came to Seattle for a few days and then departed for Chili. She was lost on the way. She became waterlogged and put into the Marquisis Islands in distress. I was on board in Seattle before she departed and Father remarked that she was too deep. Anyway after several months on the anchor in the Marquisis Islands the chain parted during a storm and she became a total loss.

In the spring of 1925, the Pacific Coast Codfish Co embarked on an expansion program and enlarged the Poulsbo plant by the construction of buildings No 6 and No 7. They also sent Captain John Grotle to San Francisco where the C.A. THAYER was purchased. She came to Seattle, was outfitted and sailed for the Bering Sea codfish banks that spring.

Late in the fall of 1924 Father still had the urge to expand and he purchased the four top mast schooner ERIC also from George Billings. His ownership of this vessel

was quite short as she caught the eye of Sir Guy Gaunt, a retired British Navy admiral. The documents in the National Archives show the transfer occurred on September 25, 1925 when she was "sold foreign." The ERIC was a very trim schooner from the ways of the Hall Brothers in Port Blakley, Washington. The admiral desired a vessel to be rebuilt into his traveling yacht/home, and no finer example of wood construction could be found anywhere. The ERIC made only one voyage in the off-shore trade under the house flag of Father. She was moored in Lake Union when Sir Guy Gaunt found her. She had returned leaking somewhat and Father and I had gone out to her several times to pump her out, this being one of the first memories of the many times Father took me along when he went to one of the vessels.

George Billings was in the process of selling off the sailing vessels under his control. He was the brother in law of the Hall Brothers, having married their young sister. He was the manager of all the vessels under the control of the Hall Brothers, it being the custom when a vessel was built, that the shares in her be sold in the denomination of 1/64 ths. Usually the shipyard took some portion for their own account with George Billings managing that segment of the operation.

Father took one more flyer in the off-shore sailing venture when he purchased the four topmast schooner SOPHIE CHRISTENSON from Henry Seaborne another former operator of a fleet of sailing vessels. Seaborne's fleet were otherwise under the control of the large copra firm of Burns Philp and Co. Father took over the ownership on November 10, 1925. His old friend Captain Hans Anderson was hired to take command. The vessel made two voyages, loading lumber at the Hasting's Mill in Vancouver and delivery to Suva, Fiji and Tongatabu, Tonga on the first voyage, while on the second trip the entire load was for Suva. The vessel returned empty as the copra cargoes were no longer available. This was about the end of all sailing trips from the west coast ports to the South Sea Islands. The two schooners VIGILANT and COMMODORE were still operating from Bloedel's Donavan Mill in Bellingham to Honolulu, but there was mill ownership involved in these vessels.

The years 1926, 1927, and 1928 were passing with very little change in the type of activities in Father's office. He made one move from Room 62 to Room 66 on Pike No 1 but that was just across the hall to make more space available. The codfish schooners continued to make their annual trips to the cod banks returning with good catches every season.

In 1927 Father commissioned George Bjermeland of Poulsbo to construct a 65 foot long purse seine boat which was fitted with a most modern Atlas-Imperial diesel engine of 75 horse power. This was quite a nice vessel when new and was chartered out for the first season for herring fishing in Prince William Sound of Alaska. She did fairly well that year and the story is in the chapter under the name of the vessel PHYLLIS S.

Another charter surfaced in 1927 when Father secured a contract to deliver a cargo of coal to Nome Alaska returning with a load of scrap iron. The SOPHIE CHRISTENSON was under the command of Captain Dan Martin who had sailed for Father during the days of the previous war. Then the vessel was again laid up in Lake Union in the fall of that year. Her next voyage was again from the Hasting's Mill in Vancouver to Suva, Fiji, this time under the command of Captain Harry Oosterhuis who had been on the ANNIE M CAMPBELL previously. This was the last trip for a sailing vessel from the west coast to the South Sea Islands. There was no return cargo and the vessel was laid up again in Lake Union at the end of that voyage. This was the final and end of off-shore shipping for Father.

The summer of 1927 was also a time for a rest. Early that spring he purchased a new Stutz automobile. This was the last word, a straight eight in a very high class car. Father took us for several short day trips that spring essentially to get the new car broken in. Then right after the Fourth of July and the PHYLLIS S had been sent off fishing, all of us loaded ourselves and clothing into that car and

he drove across country to Ontario, Canada. It took ten full days to make the journey. Then we spent the remainder of the summer there living in an otherwise empty farm house on one of the farms Archie McAlpine owned. That was a memorable time and he enjoyed the relaxation from the hard long hours of work that he had been driving himself to. We came home just before the start of school in September. Then it was back to the grind again for him.

Father's next independent operation was the purchase of the CHARLES R. WILSON from the Pacific Coast Codfish Co on February 16, 1928 for \$7,000. He outfitted her for his own account as well as the C.A. THAYER for the account of the Pacific Coast Codfish Co. The most of the cargo of the CHARLES R. WILSON was delivered to the Robinson Fisheries Co in Anacortes.

In the fall of 1928, the schooner MAWEEMA of the Alaska Codfish Co of San Francisco was lost on St George Island in Bering Sea on August 19. This was the only vessel being operated at that time by the Alaska Codfish Co and left that firm without a source of fish. Father took a contract with Alfred Greenbaum of the company to produce two cargoes of salt codfish and deliver the fish to the company plant in Redwood City, California. During the summer of 1929, when both the SOPHIE CHRISTENSON under Capt. Bob Firth, and the CHARLES R. WILSON under Capt. J.J. Kelly were on the Bering Sea codfish banks, the Redwood City plant burned to the ground. Father had some sleepless nights for a while as a result. In the end, Mr Charles Cocks of the Union Fish Co also located in San Francisco and with a codfish plant in Tiburon agreed to take over the contract for the two cargoes of salt codfish.

When Father took the contract with the Alaska Codfish Co, he had the CHARLES R. WILSON in his own ownership. He also had the SOPHIE CHRISTENSON, laid up in Lake Union after a delivery of lumber to Apia, Samoa and with no outlook for any other lumber charterers. Therefore he converted this large four mast schooner to a codfisherman by installing a foc's'le for the fishermen, a new galley, and many other changes that would not be appropriate for a lumber freighter.

The two vessels produced satisfactory cargoes of salt codfish, the fish was paid for by the Union Fish Co, and all went well. In fact the deal was so good that Mr Cocks renewed the contract for the year 1930 for the same vessels. The contract was not renewed for 1931, and therefore both of these vessels remained idle in Lake Union.

The winter of 1928/29 was overly busy for Father. He was still the manager of the Pacific Coast Codfish Co and responsible for the fish sales of that firm and further the outfitting of their two vessels, the C.A. THAYER under Capt John Grotle, and the JOHN A under Capt. Hans Anderson. Thus for that spring he was outfitting all told four codfish schooners. The C.A. THAYER delivered her fish to the Poulsbo plant of the Codfish Co while most of the cargo of the JOHN A was delivered to San Juan Fishing and Packing Co in Seattle.

It might also be mentioned here that over the years as one of the stockholders of the Pacific Coast Codfish Co desired to sell his stock, Father would purchase same. The holdings of Dr. Eilif Janson and his other family members had all been purchased and by 1930 Father became the president of the Pacific Coast Codfish Co

The year of 1930 was only slightly less hectic. There were three vessels to outfit, the JOHN A not operating that year. An additional respite from the previous year was the SOPHIE CHRISTENSON having been converted the previous year, that task did not have to be repeated again. The season was successful and all three vessels had good catches.

The year of 1929 was the beginning of the horrible depression of the 1930's. In the fall the stock market crash occurred and Father had more involved there than he could afford to lose. Additionally and more disastrous to Father were the losses

from failure of his creditors. He was cutting a wide swath in the market supplying salt to the fishing industry. Most of this was on credit with payment to be made after the packer had sold his season's production of fish. Many of those packers went through bankruptcy. This left Father holding the proverbial sack. He had to pay for the salt in full and what little was received from the fish packer after the costs of bankruptcy were paid, left the creditors on the short end. Father found he was \$60,000 in debt at one time, so he told me. However, he did not fault on his own creditors and they were paid off in full in the end although this took some time.

Things or times in the U.S. were very tough from 1930 to the middle years of the 1930's. The salary of the president of the Pacific Coast Codfish Co did not have to be paid out to Dr. Eilif Janson and this was considerable financial relief. The wages paid to the fishermen working in the preparation of the vessel for the upcoming codfishing voyage were \$2.00 per day. Pennies had to be counted and they were. However when times are tough and jobs scarce, people must still eat. The food business does not suffer to the extent of other consumer goods lines. Automobile sales may dry up to nothing and home construction can be brought to a halt through lack of money, but there are still the people to feed and they must eat every day. One of the most economical foods at that time was salt codfish with a white sauce or cream gravy. Hence the sales of the codfish did not suffer as much as most people might anticipate. Father even told me "the best business to be in is food, as people must always eat regardless of how hard the times are."

Well, the days passed along through the bottom of the depression. In 1931, the C.A. THAYER was the only vessel of the fleet under Father's control that operated. Then in 1932, he chartered the SOPHIE CHRISTENSON to the Pacific Coast Codfish Co, the only charter hire was the normal maintenance of the vessel, ie, dry dock, painting normal care at sea. The C.A. THAYER was laid up in Lake Union due to deterioration and anticipated high costs to place her in condition to go to sea. Capt. John Grotle took the large four master to the fishing grounds but was not happy with her.

It might also be appropriate to mention again here that Father's brother, George Shields continued in the Seattle office, attending to the routine chores so essential every day. The routine orders, billings, collections, pay roll, and other items while Father was out on the vessels overseeing the work.

In the spring of 1933 Father made the decision that he would go to the codfish grounds as Captain of the SOPHIE CHRISTENSON. This eliminated the cost of an outside captain. Father had a crackerjack crew and came home with a record size cargo of 455,000 fish. Father had lowered the minimum size of fish that the dory fishermen could deliver on board and this added to the catch. Father being the owner could exercise more options than other men hired for the job who had to follow the instructions laid down by the vessel's owners. The previous size limit was 25 inches and Father reduced this to 23 inches. Father knew there was considerable demand for dried fish and for unprocessed fish that others would convert into lutefisk, both of which could easily use the smaller size fish. In fact when the Pacific Coast Codfish Co was founded and for many years thereafter, the fish were paid for to the fishermen by the fish rather than the weight of fish delivered at the port of discharge. At that time size minimum was 28 inches. Well, this is quite a large fish and as a consequence it was more difficult to produce a cargo. The fishermen complained that more than half the fish they caught in the dory had to be discarded because of being too small. The result in the early days was the schooner had to prospect far more to find a location where the larger fish were available. This size change was most welcome to the fishermen and made Father's reputation most highly prized.

While Father was gone the office had to still function. George Shields was in charge in his absence with Esther Strahm also there. During the winter when Father was

home he spent considerable portion of his time at the vessels where he had a few men working. He considered it a necessity to make a daily visit to the schooners. In the term "Lake Union", I use it somewhat loosely, and include in that term all the fresh water above the Government Locks in Ballard. The Port of Seattle operated a large fishing vessel moorage on the south side of the Lake Washington Ship Canal called the Fishermen's Terminal. We used the slang term "The Fishermen's Terminal in Ballard" even though the site was not on the Ballard side of the canal.

In the summer of 1933 while Father was in Bering Sea with the SOPHIE CHRISTENSON, Andy Shields took the CHARLES R. WILSON out of lay up and outfitted her for a voyage to Unalaska/ Dutch Harbor for the purpose of securing a pack of salt herring which was contracted for by the San Juan Fishing and Packing Co of Seattle. The voyage was fairly successful and other than that, the other schooners remained idle in lay-up moorage; the JOHN A and C.A. THAYER.

In 1934, I had finished high school and was able to make the trip to the codfish banks with Father and thus my education in the fishing business began in earnest. I continued with Father in the next several years and each season he brought back a large catch although not as large as the 1933 season.

In the summers of 1934 to 1936 Father had chartered the CHARLES R. WILSON to the Washington Fish and Oyster Co to serve as a supply vessel for their cannery on Kodiak Island.

In the spring of 1936 Father sold the schooner JOHN A to the Chatham Strait Fish Co and Capt. C.M. (North Pole) Hanson assumed command. Otherwise there were no major changes in Father's operation. The salt agency had long ago gone by the board as the Oliver Salt Co had sold out to the Leslie Salt Co and this firm along with Arden Salt Co maintained a company stock of their product on the wharfs in Seattle. This left no room for an independent operator.

In the spring of 1938 conditions in this country were considerably improved. Father took the CHARLES R. WILSON out of lay up and outfitted her for the codfish banks with Knute (Dempsey) Pearson as Captain. Father sent old Capt. Harry Oosterhuis along as navigator. I was the salter, that is the person responsible for the curing of the catch. We made an excellent catch on the WILSON, filling her to capacity and wetting all the salt we had on board. Father had a very good catch also, his being much larger because of the larger crew and nearly double the number of dories. Between the two vessels there was over one thousand tons of salt codfish delivered in the plant. When it is remembered that the shrinkage factor between fish out of the water and the salt fish delivered at the plant is 75%, then this season's operation required a catch out of the water of 8,000,000 pounds of fresh fish. This is quite a sizable quantity to be caught by hand lines from dories.

Father had a flair for the spectacular whenever possible. He loved to be in the lime light. In the 1930's, the Japanese were exploring and beginning fishing operations in the Eastern Bering Sea. The sizable king crab activities using strings of tangle nets set on the ocean bottom so as to entangle the crabs as they moved about was impressive. They had normally from fifty to one hundred miles of the nets out! These nets were bothersome to the dory fishermen as the dory anchor often became fouled in the net and was lost. In 1934 there was a Japanese Navy vessel in the area off Port Moller where we were fishing. One morning Father went out in one of the dories to try an engine that was not performing properly. While he was gone, a small boat from the Japanese vessel came over and the people came on board. When Father returned he was furious to say the least. Boarding a foreign vessel on the high seas without permission of the Captain! There were four Japanese in Navy uniforms with gold braid plus half a dozen other men. They wanted to "Inspect your manufacture" and to this Father said "Get the hell off my ship." Eventually they left. Father was very concerned because one or two years previously the Union Fish Co of San Francisco had purchased a full cargo of fish from the Japanese. It was not properly

cured and not suitable for the American market. Father did not intend to give the Japanese a lesson that would enable them to undersell him on the American market.

Father wrote to the congressmen concerning the Japanese encroachment on the fisher along the American shores with little satisfaction. The State Department under Secretary of State Cordell Hull did not consider the Japanese invasion of our coast as important enough to do anything about it. See the article in the scrap book section from the editorial page of the Seattle Post Intelligencer for August 10, 1938. Further, Father attempted to gain the assistance from the salmon canners, especially those with canneries in Bering Sea, (Bristol Bay). Most took the attitude they were not being personally effected.

Further, in 1937, the Japanese had a fleet of catcher boats operating from a mother ship engaged in a test fishing operation with many miles of surface gill nets to trap the salmon before they could reach the limited area where American fishermen could fish. The Americans were prohibited from fishing on the high seas and limited to the mouth of the rivers of Bristol Bay because this was the only method by which the Government agencies such as the U.S. Bureau of Fisheries could limit the catch and maintain an adequate escapement to the spawning beds up river. This was before Alaska became a state and the Federal Government had control of the Territory of Alaska. Years later the canners were wishing their ears had been better tuned to the times and what Father was trying to tell them for after World War II, the Japanese mounted an enormous salmon fishing effort on the high seas and nearly decimated the Bristol Bay fishery. It is always necessary to provide for escapement to the spawning beds and with the Japanese after the war taking huge numbers of salmon, there were few more than enough returning to the rivers to provide for the spawning stock. The American fishermen and canners suffered severely.

Well, back to the pre war days. In 1938 Father had two schooners on the Bering Sea banks, the SOPHIE CHRISTENSON and the CHARLES R. WILSON. The Japanese showed up in larger numbers than before with their salmon nets. Then on May 24, 1938 Father sent his most famous telegram ordering rifles. "Bering Sea covered by Japanese boats and nets north of Black Hills. No Cutters around. We have God-given instinct to shoot straight. Please ship dozen high powered rifles and plenty of ammunition. Duplicate order for WILSON". The message went from the SOPHIE CHRISTENSON to the shore cannery in Bristol Bay by voice radio telephone and no one knows how many were listening in. Well, the message went from the cannery to the Alaska Communication network the next morning and then to Father's office in Seattle where George Shields was holding forth. Needless to say the word reached Seattle via ship to shore radio telephone within minutes and spread up and down the coast of Washington, Oregon and California, to say nothing of all of Alaska! This was the effect Father desired. He wanted action and he got it.

It was not long before the Coast Guard were informed and they called on George in Seattle. Captain Dempwolf, the District Commander for the 13th. Coast Guard District in Seattle was red with fury. This was a declaration of war and no small two bit fisherman could do that. This was up to Congress, etc. etc. etc. George Shields knew very well what was desired, that is, the most publicity possible and there never was any thought of shipping any rifles. None-the-less the publicity end must be exploited. Naturally the Seattle news papers got the word from the grape vine. They have good ears for a story and some person who had made an illegal interception of the radio message passed this to the Seattle Times and P.I. They came to see George and find out the scoop. No use hiding anything, so George showed them the message and it made the front page of the Seattle papers and also the national news services. The May 25, 1938 issue of the New York Tribune carried the story. Now the U.S. State Department could not help but see.

Naturally the Coast Guard was against the shipment of guns to fishing vessels that could start an international shooting spree and into which the Coast Guard would be

drawn. A literal embargo was laid down on the Seattle waterfront to prevent any guns going on the steamers sailing to Alaska with cannery supplies. Still the fire had to be fed fuel. George was the referee between the news media and the Coast Guard and also the cannery tenders. He was an expert at double talk when viewed from my vantage point. The news papers carried stories for several days and all he had to do was say "The tender UMPETY UMP is sailing for Bering Sea tomorrow morning". Then there was a flurry of activity. There was no mention that the tender had any supplies for Father. However, Father did want some small items and these were sent on a friendly cannery tender and the news allowed to leak out. The vessel would be inspected and the news papers story state that no guns were found but then the inspection had not required all the cargo to be unloaded. Thus the implication there might be something hidden in the hold. The fires continued to flare.

George received at least two letters from men who wanted to join in the army for the fight. One said he was good with a machine gun and the other offered his services as an expert rifleman. Thus the fires were again fed more fuel which the news papers were most anxious to print. Father gained the National attention he desired and the upshot was that the Japanese were receiving more adverse publicity all over the country than they could stand. It should be stated that at this time the Japanese were expanding their empire on the coast of China and had taken Korea by force. The papers were full of the atrocities being committed on the poor Chinese and Koreans. The Japanese were also forcing their way into China proper. A U.S. gun boat had been sunk and the American crew, all U.S. Navy men were either killed or wounded. Hence it did not take too much anti-Japanese propaganda additional from Father before it was felt. Sale of Japanese products on the American market were suffering from the anti-Japanese feelings. In the end the Japanese withdrew from Bering Sea and did not return until after the end of World War II when the generous American politicians gave them what they were unable to obtain previously. Needless to say the politicians who did the give-away were not concerned financially with the effect on the American fisheries industry. This has always been the case and still is.

Now back to Bering Sea in 1938. I was on the CHARLES R. WILSON as previously stated and Dempsey was the Captain. We heard the message from Father the previous night while we were cleaning up after completing the dressing of some 6000 codfish caught that day. We had no explanation from Father concerning what he had in mind but needless to say we were very disturbed and concerned. Next morning a Coast Guard airplane came from somewhere and flew over us to take a look-see. They flew around for perhaps half an hour and then left. There was no activity to indicate there was trouble. We were uneasy for a while but that wore off with time. It must be understood that the only communication between the two vessels belonging to Father was by voice radio and he did not want to go on the air to tell what was up to all who would be listening in.

I believe this episode with the guns was the high point in Father's career. He was taken as the hero of the "One man war with Japan." Even today, 1980, there are many men on the waterfront who remember the incident and remind me of the same at times. Just imagine, the story is forty two years old today!

The year 1939 saw only the SOPHIE CHRISTENSON on the cod banks with Father's operations. The CHARLES R. WILSON was left in lay up but in good condition. The C.A. THAYER had by this time continued to deteriorate until the masts as well as most of the booms and gaffs were rotten. The decks leaked and generally she was considerably run down. I did not go fishing that season but remained in Seattle so I could complete my studies in the College of Engineering at the University of Washington. I received a degree of Bachelor of Science in Civil Engineering. During the season Father had a bad experience on the journey north when approaching Unimak Pass, in that he drove the old schooner until the forestay carried away and she sprang a leak. This driving was all part of his character. He was never to be

outdone. It seems he was racing the WAWONA under the command of Captain Tom Haugen from Anacortes. No way could Father let the WAWONA get ahead. If Father could not exceed so he would come out on top in any competition, he would not want to take part. So, I say Father was inclined to drive the vessel too hard especially when it is considered the SOPHIE CHRISTENSON was 38 years old. Nevertheless, Father had to uphold his own image. There was no other choice as far as he was concerned. This was the drive that always put him on top and made him succeed where others failed. More on the leaking in the chapter on the schooner.

In 1940 Father outfitted both the SOPHIE-CHRISTENSON and the CHALRES R.WILSON as in 1938, but I was not on the banks that season. I was spending that winter 1939/40 in Cambridge, Mass attending Graduate School at Harvard University where I received a degree of Master of Science in Sanitary Engineering. The fish from both schooners was delivered safely to the plant in Poulsbo, over 1000 tons again. With the return of the vessels, Father gave me the position of foreman in the Poulsbo plant. Also that fall Louise Mangrum and I were married, making our residence in a small cabin on the beach alongside of the plant.

Fish sales in 1940 were good especially in California. The Union Fish Co of San Francisco did not produce their own fish in Bering Sea and this left the California market more available. That winter, we also packed a considerable quantity of fish for the account of the Union Fish Co under its brand "Silver Queen." This was a forty pound box of dried codfish with the skin off and the pieces of fish cut to the length to fit the box. We had to use a strong press to get all the fish into each box and the end product looked very nice. These cases were shipped in car load lots to Mexico. I think we put up four or five car loads thusly. This was necessary to move all the fish we had on hand.

The operation in the Poulsbo plant during the winter months required a crew of thirty to forty persons. The artificial dryer was run day and night, although this was nothing new, other than there was more fish to put through the dryer these years. We kept three or four men busy skinning the fish and a crew of up to fifteen completing the process of bone removal and packaging. The payroll over the years in this fish plant was a very material factor in the economy of the Town of Poulsbo. Poulsbo later became a city.

The year 1941 was a repetition of the preceeding one. Two vessels were sent to the banks, the SOPHIE CHRISTENSON and the CHARLES R.WILSON. Father took the larger four master while Captain Knute Pearson had the WILSON. Again over 1000 tons of salt codfish was produced.

In the fall of 1941 after the vessels had been discharged and placed in winter moora in Lake Union, the clouds of war were continuing to darken the skies of this country. War had broken out in Europe in the fall of 1939, two years earlier. France had been overrun by the German Army and Britain was in dire straits. Freight rates were increasing and Father had one more attempt at off-shore lumber freighting with a sailing vessel. He took a charter to carry a load of lumber with the SOPHIE CHRISTENSON from Vancouver to Suva, Fiji Islands with a cargo of copra on the return. Plans were made and steps were taken to prepare the vessel. I even constructed a brand new mainsail from new canvas for her. Then the days dragged on until there was not time to complete the off-shore trip and return in time for the 1942 codfish season. Father became quite concerned and finally appealed to the U.S. Government to prevent the trip by saying the vessel was needed in this country to produce fish. All was soon settled. On December 7, 1941, "The Day Of Infamy" according to President Roosevelt, the Japanese military forces struck Pearl Harbor with a surprise attack. The U.S. was now at war! A few days later the U.S. Army requisitioned the SOPHIE CHRISTENSON along with the C.A. THAYER and JOHN A. On December 11, 1941 Father had purchased the JOHN A back from the Chatham Strait Fish Co and I believe he intended to convert her to a tuna boat by installing an engine.

SOPHIE CHRISTENSON 675 TONS
CHARLES R. WILSON 345 TONS

FISHING VESSELS OWNED AND OPERATED

C. A. THAYER 452 TONS
NORDIC MAID 310 TONS

CODFISH CANNERY AND SALTORY AT POULSBORO, WASH.



Floating Cannery and Freezer
Alaska King Crabs
CAPT. J. E. SHIELDS

IMPORTER - PACKER - BROKER
1634 - 15TH AVE. WEST GARFIELD 4690
SEATTLE 99, WASHINGTON

CABLE ADDRESS
"SALTHOUSE"
CODES USED
ABC 5TH
WESTERN UNION

MEMBER
NATIONAL CANNERS
ASSOCIATION

Letterhead

The U.S. entry into the war relieved Father from the charter but he was also relieved of three vessels. He did not care so much about the C.A. THAYER due to her run down condition, but otherwise his operations in the codfish trade were drastically reduced.

The CHARLES R. WILSON was not taken and Father outfitted her each season during the war. One year however, 1943, Father was not able to get permission from all the necessary Governmental agencies to make the annual voyage and accordingly that year no vessel went to the banks. As it turned out that year was the only time between the founding of the Pacific Coast Codfish Co in 1911 and the last codfishing trip in 1950, when a vessel was not sent to the banks. It was the War Ration Board that was so slow in approving the application for the priority items of groceries that the trip had to be cancelled. Father stated he had to have permission from twenty two agencies. That year he only got twenty one. Sometimes Government becomes too complicated.

The summer of 1942 apparently became a drag on time for Father. He was in Seattle during the summer, something he had not enjoyed since 1932, ten years before. His operations were drastically curtailed with the U.S. Government taking three vessels and only the CHARLES R. WILSON remaining. During the summer she was at sea and the activities of codfish sales were at the seasonal low ebb. He now took a flyer in the purchase of the Rytak Co with baking plant at 1630, 15th. Ave West, Seattle. Along with this came the Nordic Baking and Importing Co. The two names both went with the one purchase. He was now in the business of baking hard tack and toast. Further, the firms operated an importing business concentrating on Scandinavian specialty foods including cheeses and fish.

The acquisition of the Rytak Co and Nordic Baking and Importing Co came about by the former owner's of the combined firms finding themselves in the embarrassing position of not being able to pay all their bills. They had run up a considerable size account on the books of Father's office for the purchase of codfish that was being sold to the local grocery stores. Father figured the only way to recover the debt was to purchase the outfit. It was through this route that he entered the wholesale food trade in Seattle and kept the two salesmen on.

This new enterprise was doing business with retail stores via two salesmen, Floyd and Mel Peterson. They called on the grocery stores that were not associated with the large chains like Safeway. He was well qualified in the fish business and had excellent connections with the fish packers from many years acquaintances. He then expanded to include a wide line of fish products including canned salmon, tuna,

MANUFACTURERS OF
SALT CODFISH
SMOKED SALMON
KNÄCKEBRÖD
FINNISH TOAST
SWEDISH TOAST
SPISBRÖD
RYECRUNCH
OAT TACK
RYTAK

J. E. SHIELDS

SUCCESSOR TO
PACIFIC COAST CODFISH CO.
CANADIAN NATIONAL DOCK
SEATTLE

CABLE ADDRESS
SALTHOUSE

CODES { A B C 5TH
WESTERN UNION
PRIVATE

October 10, 1944

TO MY FRIENDS:

This is a letter from a young fellow just trying to get along, in the salt Codfish business. Thirty three years ago I started producing salt codfish - that was in 1911. Away back then I had about ten competitors, producing salt codfish of one quality and another. All of them every last one thought it wise to monkey around with JAP codfish, I was the only one who never handled a pound of JAP cofish, and every one of those companies have quit producing salt codfish. Short changing the buyers by running in Jap fish, under American brands had its reaction. I am the only producer left on the Pacific Coast.

I have fished every year since 1911 except 1943 when the War Labor Board pulled a boner and failed to make up its mind to either approve or refuse to approve the price agreed to by myself and the Codfish Union, for a bonus for the boys fishing on the battlefield in Bering Sea. My vessel fished on that battle field right off Dutch Harbor during the Battle of Dutch Harbor Alaska and Kiska Island Alaska in 1942. Not so nice but they stuck it out armed with fish hooks and produced the fish I sold you in 1942.

My vessel has just returned from Bering sea with 255 tons of first class salt codfish which I am offering to you and which you will be proud to offer to your customers. To get the right to fish I had to get the approval of

The War Labor Board
The War Manpower Commission
The U. S. Navy
The U. S. Coast Guard
The U. S. Department of the Interior
The Division of Fisheries Industries
The O. P. A.
The Department of Commerce
The Immigration Service
The Maritime Commission
The Commissioner of Labor Statistics
The War Shipping Administration

The U. S. Customs Service
The Federal Bureau of Communications
The U. S. Employment Service
The War Production Board
The Gasoline Ration Board
The Office of Defense Transportation
The Navy Routing Office
The Solid Fuel Control Board
The Selective Service Boards (Four of these)
The War Risk Insurance Bureau
The Food Distribution Administration
The Internal Revenue Office

Twenty four count them, but with their help ? ? ? ? ? I have scraped 255 tons of good fish off the bottom of the ocean when meat is rationed.

Captain J. E. SHIELDS
Order Snifflehound and codfish peddler.

Prices for Semi boneless (all large bones removed) FOB Seattle NET.

24/1# cartons White Flake	33 cents
20/2# packages " "	32 "
50 pound cases whole mediums	17 "
125 pound cases whole mediums	16 1/2 cents
125 pound cases whole extra large	17 1/2 "

No labor available for packing absolutely boneless.

anchovies, sardines, cod roe, fish cakes, and smoked salmon. This provided a wonderful outlet for codfish as the salesmen covered many stores and were able to place salt codfish on the shelves of more stores in Washington and Oregon than before. The California trade suffered and was never fully recovered after the end of the war.

I might add here that I had taken a position in the engineering department of the U.S.Navy Yard in Bremerton. Riley, my brother was in the U.S.Army. Father had no help from his two sons.

The years of the war passed slowly, 1942,...1943,...1943...and finally 1945 with the armistice with Japan on August 14, 1945. Peace was with us again! Now Father could return to codfishing as before.

Late in the summer of 1945 the U.S.Government were through with the use of the schooners they had taken. These vessels both those taken from us and from other owners had given good service as barges in the Aleutian Islands when the U.S. Forces were driving the Japanese out. That campaign completed, the U.S.Government had no further use for the former sailing vessels.

Father sent Fabian Johanson (Pjoiken) to Prince Rupert to inspect the SOPHIE CHRISTENSON and he returned stating she was in poor condition and the C.A.THAYER was also there. The latter vessel was in far better condition, quite a surprise to Father. Soon after this the Government brought all the barges to Lake Washington for storage at the Lake Washington Shipyard. In the end Father purchased both vessels and had them towed to Poulsbo. The decision was then made to strip the SOPHIE CHRISTENSON and reconstruct the C.A.THAYER. It was intended to outfit the C.A.THAYER and I would go as Captain while Dempsey, Captain Knute Pearson took the CHARLES R.WILSON. Reconstruction dragged on slowly through the winter of 1945/46 at the Poulsbo plant. However, that winter, Mother took sick and suffered a severe heart attack. Several subsequent attacks occurred and Father began to show the effects of Mother's illness. Finally the decision was made one morning in Poulsbo between Father and myself that the CHARLES R.WILSON voyage should be scrapped and only the C.A.THAYER be sent to the cod banks. It was further decided Dempsey should take the vessel. The CHARLES R.WILSON had come to the end of her life and would never sail again although we did not know it then.

Mother continued to suffer from poor health as her heart was not up to the daily task of keeping the body going. Mrs Maude McCoy was living with Father and Mother at this time in the Madrona residence at 1703, 39th. Ave. and was Mother's companion. As Mother became less capable of attending to the daily tasks of life, Mrs McCoy took over the more urgent needs of preparation of the daily meals and Mother's other needs. Mother became more and more confined to her upstairs room. She had several subsequent heart attacks of minor nature. Then near the middle of June she suffered another setback and was taken to Swedish Hospital. She seemed to improve rapidly but the doctor suggested she remain confined there. After about two weeks she was doing fine and scheduled to come home. On the morning of June 28, 1946, the nurse entered the room to rouse her prior to breakfast so she would be awake and washed. She had planned to come home later that morning. Then about one hour later the nurse returned to be sure Mother was prepared for breakfast. Alas. She had departed this world in the interim.

That day was the most difficult I have had to face in my life. First, I had to inform Father who was in Providence Hospital suffering from a nervous breakdown associated with or occasioned by Mother's failing health. Next, I had to arrange along with Riley for the undertakers and then select a cemetery and purchase two plots. One was for Mother and the other to be reserved for Father whenever needed so both of them would finally remain together. That was a most difficult task and one I would not wish on anyone. Earlier preparations would have made the task far less difficult. At any rate Mother's body was laid to rest on the top of a hill in the Acacia cemetery north of Seattle, in a place overlooking Lake Washington. The place I finally selected was close to her former neighbor, Mrs. R.W.Sprague.

The 1946 season was not the most productive of fish as anticipated, the vessel returning with only 98,775 fish, the poorest trip for a vessel of this size. By 1947 I had decided I needed to return to the fishing grounds rather than spend the summers in Seattle when the codfish operation was at the seasonal low ebb of activity. I also decided it was necessary to find out what had occurred the previous year to reduce the catch so much, as the WAWONA had far outfished the C.A. THAYER. Dempsey was Captain and had produced good catches all during the war years when there was no other vessel on the Bering Sea banks. In 1947 Dempsey remained as Captain. Fishing was better than the 1946 season and the catch was reversed from the previous year between WAWONA and C.A. THAYER, the WAWONA under Captain Tom Haugen landing only 98,000 fish while the C.A. THAYER had 140,000. This turned out to be the last season the Robinson Fisheries Co sent a schooner to Bering Sea.

By 1948 Father decided he was going north and again show the boys how it should be done. He came home with 210,000 fish a very encouraging improvement from the two previous seasons. The WAWONA had been laid up and never went out again.

In 1947 Father purchased a 148 foot ex U.S. Army motorship with the intention of converting it into a trawler. We worked on the conversion for several winters before she was ready for the banks. In 1947 the U.S. Government Fish and Wildlife Service converted a Liberty Ship into a floating factory freezer ship for the off-shore processing of fish. She went to Bering Sea in 1948 and had six small trawlers fishing for her. The majority of the catch was king crab and when that season was over in June they switched to codfish. The latter were split and salted. The king crab operation appeared good based upon this and we rigged the motorship for catching and freezing king crab. For a name for the new vessel, which had none when Father acquired her, we selected NORDIC MAID. This was very appropriate as this was the brand name under which Father sold some selected food products. Further, the name was a perfect fit as the vessel was the pride of Poulsbo, the largest Norwegian community outside Ballard. She was the Norwegian Girl. This was also appropriate as after Father sold the Rytak Co and Nordic Baking and Importing Co to Nick Jorgensen, he lost those names. He then chose the name Nordic Maid as the firm name. For the vessel to have the same name was a natural.

One year was enough for Father now, as he was not as spry and fit as before. I became the Captain of the codfish schooner and took the C.A. THAYER to the banks in 1949 and 1950. As it turned out 1950 was the last year for dory fishing in Bering Sea although no one knew at the time. It just happened. The time was up though and this was the last commercial voyage for an American sailing vessel on the Pacific Coast, or to put it in different terms, the 1950 trip of the C.A. THAYER was the last time the American Flag was taken to sea under sail commercially.

From 1946 through 1950 the sale of codfish continued primarily through the sales outlets of the salesmen of the Nordic Maid Co, the name selected by Father for the grocery operation after the sale of the baking portion. Father continued to import selected foods and also handled a wide selection of preserved and canned sea foods. We manufactured over 100,000 pounds of lutefisk each year and marketed it through the Nordic Maid Co.

A new operation was begun in 1951 with the placing of the NORDIC MAID, our new motorship, in commission. She went to Bering Sea under my command and we trawled for king crabs that summer. The catch was fair considering it was the first attempt at this type of operation by any of us.

The NORDIC MAID was sent to the Alaska Banks the following year also, but in 1952 she remained idle. By 1953 we returned to a full-speed fishery, making two voyages to Bering Sea each year. We had installed canning equipment on the vessel and were able to operate the cannery under the most adverse conditions some days when the weather was rough. Otherwise, the crab fishery was a very long and tedious season. I departed from Poulsbo near the end of March returning in the middle of June.

The second trip departed right after the Fourth of July and lasted until mid October when the severe winter storms drove me out of the Sea.

King crab fishing continued with the NORDIC MAID until the spring of 1958, when just before departure time, we decided to call it all off. Again Father was not in good health and not able to attend to all the activities in Seattle. My brother Riley, (John) had decided sometime before to seek his fortune as a medical doctor and was not with the family business. This was a sad event to terminate the family fishing business but there was very little else that could be done.

I fished the summer of 1958 along the Washington and Oregon coast with a 70 foot trawler and then in the fall I went to work for the U.S. Coast Guard in the engineering department in the Seattle office. I could not operate the fishing side of the business and the marketing by myself, and Father was no longer able to continue. With Riley out of the picture, there was no method for continuing. The wholesale business of the Nordic Maid Co was liquidated over a period of time and closed out. Father had sold the bakery building at 1630 15th. Ave West and purchased the building next door at 1634 15th. Ave West. We kept that building until all the merchandise had been disposed of and then sold it. Esther was still there to the end, faithful as ever. She was married in 1946 to Percy Grange but had remained working in Father's office.

The schooners were sold off one at a time. the SOPHIE CHRISTENSON was first, being transferred to Canadian Registry, actually British Registry, under the ownership of the Tahsis Trading Co for use as a barge hauling lumber from the West Coast of Vancouver Island to Seattle. Next the CHARLES R. WILSON departed also under Canadian ownership on July 30, 1954. The C.A. THAYER was the last of the schooners to go. She was sold to Mr. Charles McNeil in 1954 for use on Hood Canal as a tourist attraction. She was placed on the beach, such a disgrace!

The NORDIC MAID remained at the Poulsbo dock, tied up idle and being offered for sale. It was not until 1961 that a buyer could be found. She was sold foreign to a Government corporation in Chili. Thus the last vessel that Father had been involved with was now gone.

Father's health had been declining for several years. He continued to live on at the old family home at 1703, 39th Ave in Seattle. He had a housekeeper, Miss Laurena Otis, living there and providing for his care. Much of his last year was spent in his bedroom on the second floor. The old heart had lost its former strength and his eyes had become extra sensitive to light. The curtains on the bedroom were pulled most of the time to protect his eyes from the pain caused by sunlight.

Then early on the morning of June 29, 1962, old Captain J.E. Shields suffered a massive heart attack, collapsing to the floor in death. His body was buried alongside of Mother in Acacia Cemetery north of Seattle on the brow of a hill overlooking Lake Washington, that lake he had seen from his front windows of the family home for well over forty years.... His soul and spirit were carried across that distant bar and into that harbor reserved for seamen. There, ... Father cast his anchor for the last time, in that peaceful harbor where the wicked cease from trouble and the weary are at rest. Then to quote Longfellow: he met his maker, face to face.

"Crossing the Bar"

†

Sunset and evening star,
And one clear call for me,
And may there be no moaning of the bar,
When I put out to sea.

But such a tide as moving seems asleep,
Too full for sound and foam,
When that which drew from out the
boundless deep
Turns again home.

Twilight and evening bell,
And after that the dark!
And may there be no sadness of farewell,
When I embark.

For tho' from out our bourne of time and
place
The flood may bear me far,
I hope to see my Pilot face to face
When I have crossed the bar.

Alfred Tennyson

In Memory Of

CAPT. JOHN EDWARD SHIELDS

Passed Away June 29, 1962

* * * * *

Services in the Adams Forkner Chapel
Monday, July 2, 1962
1:00 P. M.

Rev. Robert L. Baxter, Jr., Officiating

Ian Morrison, Soloist

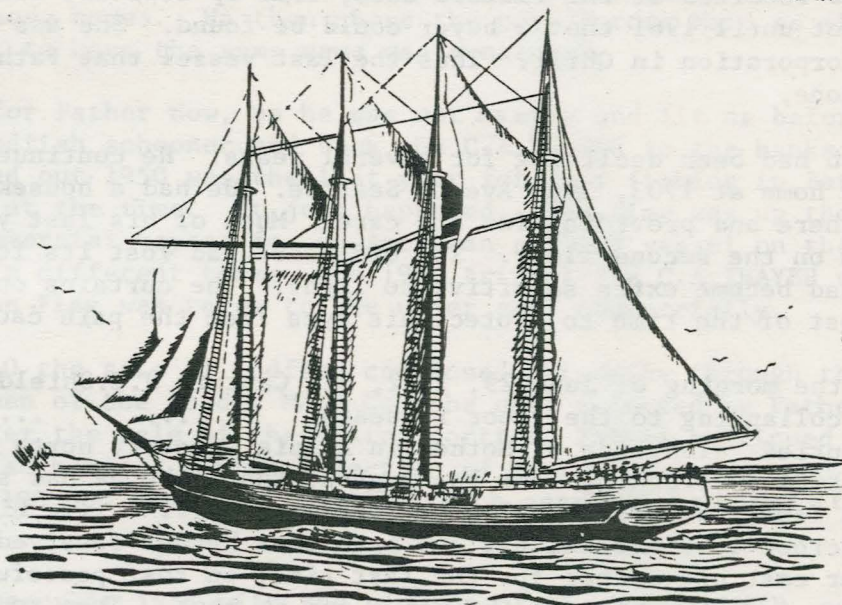
Vocal Selection

"Crossing the Bar"

Mildred Wassberg, Organist

* * * * *

Interment in Acacia Memorial Park
Will Follow the Chapel Services



PART II **THE STORY OF** **DORY FISHING FOR** **CODFISH** **IN BERING SEA** **USING** **SAILING VESSELS** **BASED AT** **POULSBO, WASHINGTON**

FOREWORD

A very large portion of Father's life was associated with the production of salt codfish. This began with his involvement with the Pacific Coast Codfish Co in 1911 and the construction of the saltery in Poulsbo, Wash. Salt codfish had been a worldwide food for centuries. When the second voyage of Columbus was returning from the North American Continent to Europe, the crew passed Norsemen fishing for cod on the Grand Banks off Newfoundland. This fishery continued and expanded over the years as the demand for the salt cured fish expanded.

There is an extensive and comprehensive summation of the early development of the salt codfishery contained in this book beginning on page 607 and was prepared under the direction of John Cobb, then Director of the U.S. Bureau of Fisheries. I have reprinted it in the entirety. It covers the time span from the beginning up to and including 1915.

The following is my account of the codfishery followed by the Pacific Coast Codfish Co with home base in Poulsbo and under the direction of Father. I have attempted to cover the operation from the start of preparations in the spring of the year through the fishing season on the banks of the North Pacific and Bering Sea, the return, the further processing in the Poulsbo plant, the marketing, and other events that occurred. It is told in my words as I lived through the time span from an early beginning when Father took me as a small boy down to the vessels until I became the vessel captain and finally the termination of the fishery on this coast.

There is another portion of the total story contained in the section beginning on page 465 where I have copied the daily entries in the log books kept by the various captains. These are representative of the time period and do not cover all the years as all of the log books were not available, most having been lost somewhere over the many years. There is another section of this book beginning on page 321 covering a brief history of the various vessels.

It is my intention that this story of the codfish industry will serve as an historical record for many years of how the fishery was conducted. We were the last industry to employ sailing vessels in a commercial operation on the West Coast of the U.S. To us it was just the normal every day event and we did not consider ourselves as being non-progressive. The sailing vessels while slower than other fishing vessels equipped with engines did not have the expense of the engine and fuel plus the reduced cargo capacity because of the fuel for the engine. We were at home on the ocean on our vessels and lived a fairly comfortable life while at sea other than the fact we were away from home.

Father's Office

Father maintained an office on the waterfront as long as I can remember. He came to Seattle in 1906 and went to work for Kelly Clark Co. which was in the food brokerage business, primarily seafood or fish. From there he branched out on his own, including the beginning of the Pacific Coast Codfish Co. in 1911. He told me he had an office on the Colman Dock during the 1910's. One summer day in 1914 there was a fire on the dock. George Shields told me that he ordered a dray wagon to come down with several men to remove the office records. There was no time to put the letters and papers that were on top of the desks and tables into boxes, so they were carried by the armful down to the wagon. The files were likewise taken in anticipation the entire dock might go up in the flames. At this time there were several other tenants having offices there, and as they saw a possibility to save their own records, these other office records were likewise piled helter-skelter in the same dray wagon. There was no time to separate anything then, just get as much as possible into the bed of that wagon. George told me it took months to complete the separation of all that paper.

The first I can remember, Father had an office at Room 62 on Pier No. 1. This is now numbered Pier 51. At that time the pier was owned by the Northern Pacific Railroad and was one of the finest piers for use by large oceangoing steamers on the Seattle waterfront. There was an enclosed shed down the middle extending to within about thirty feet of the pier edge on each side. The shed was probably fifty feet high at the roof peak. Inside, there was a balcony down both sides, roughly twenty feet above the dock level. The balcony was sufficiently wide that a continuous row of offices were along each side and still a ten foot wide walkway allowed. For the most part all the offices facing the inside walkway were unoccupied. Possibly there were twenty on each side. Father's office was on the south side of the pier close to the street end but not facing the street, and on an alcove separated from the above described balcony by a hall door.

There was space for two people to have desks and the multitude of files Father had for all his shipping ventures. The place was very dirty, as the windows were slightly above the top of the smoke stack of the railroad locomotives that went out on the pier to handle railroad cars. The rail switching in Seattle at that time was done by the Pacific Coast Co., a subsidiary of the Pacific Coast Coal Co., and they owned the tracks. Now the Burlington Northern Railroad owns those tracks. Anyway, the locomotives burned coal and the smoke and soot filtered into every crack and then down on top of everything. Some mornings you could write your name in the dust that had fallen overnight on letters left on top of the desk. With a locomotive operating below your windows there was no way to keep the smoke out and every time they moved, the steam exhaust from the cylinders was directed up the stack and it sucked all the smoke and fly ash with it. Just a black cloud.

By 1928 Father had moved to another larger office space across the hall but facing the street, Room 66. This provided more than double the office space and there were several other back rooms that were used for storage. The main office had two rooms. The first one entered from the hall was used by George Shields and the inner one was for Father and Esther Strahn after she went to work there. George had two desks, a roll top one that was seldom used, and an eight foot long stand-up desk where he did most of his work. Father used a double flat top desk where he had one side and Esther the other. Behind Father's chair was his old roll top desk, also not used other than for a catchall. There were steel file cabinets in the inner room and outer room.

The fishermen were not allowed in the inner room, other than one at a time to come and make an advance draw of money. They had to wait in the outer room and the hall. This office while not as dirty as Room 62 had the same soot from the railroad engines, it was merely a matter of degree on how much. The windows as I remember were thick with the accumulation of dirt in the air at that time, and even though they were washed every year or so, the outside had such

Seattle waterfront, circa 1920 with Pier No. 3 showing. This was the Pier where the Poulsbo steamer land and the cases of codfish were warehoused. The auto parked in front of the pier is similar to the 1916 Cadillac Father owned. Note the wood planks on the street.

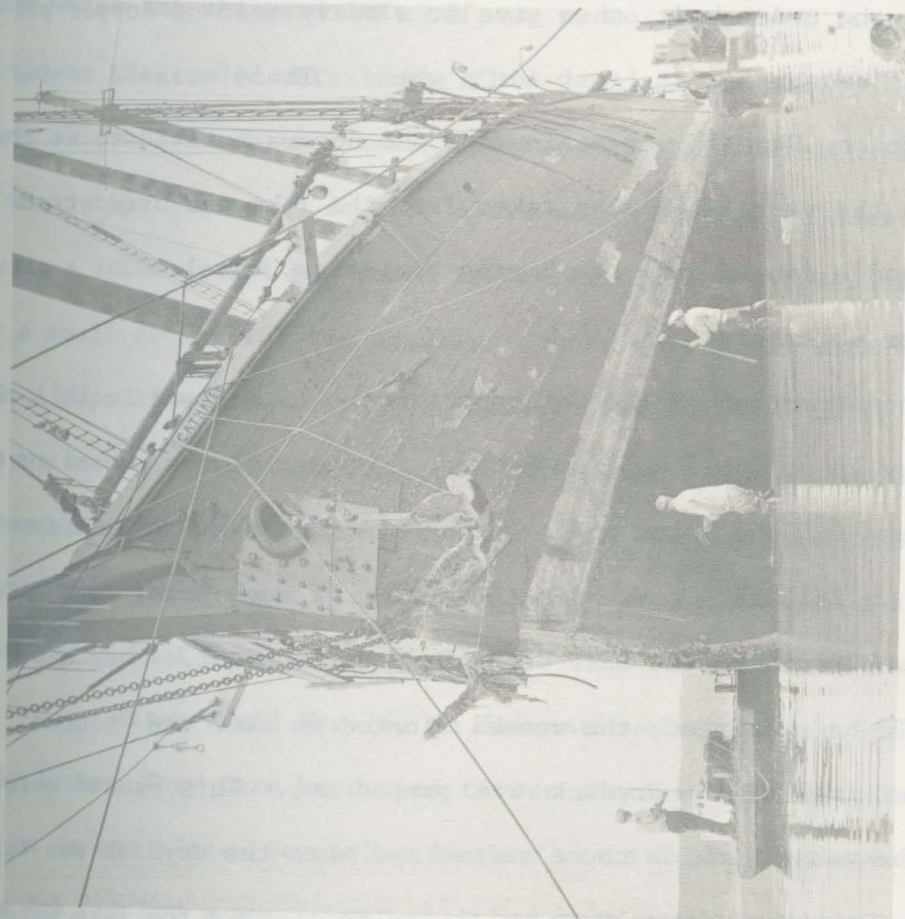
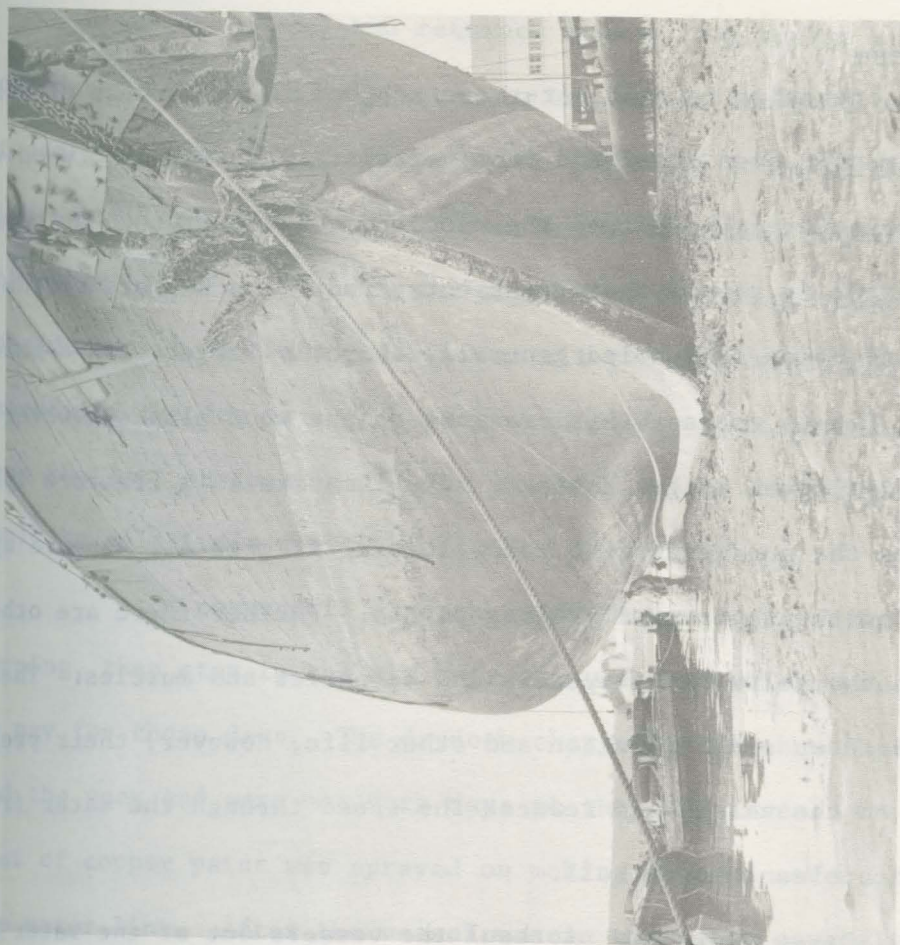


an accumulation that it could be scraped off. We could not wash the outside from the inside, as it could not be reached, and no one wanted to stand on the window ledge to do the job. Leave that to a regular window washer. The inside walls were tongue-and-groove wood boards that had been painted at some time in the past, possibly when the dock had been constructed many years before. The ceiling was well over ten feet high, so washing of the walls required a tall step ladder. The ceiling was wood boards also and it was cleaned even less often. Only the walls in the part that was used were washed and the line between the dirty and that where the washing was terminated was so drastic that it served to stop the eye from following the wall on back. Architects use the same system today in decorating a room to utilize a materially darker color where they want the eyes to stop. Here it was done with the cleaning sponge. The inside color when washed was a light grey.

Illumination was primarily by sunlight from the windows, but there were several bare bulbs hanging from electric fixtures on the ceiling.

Notwithstanding the primitive nature of the office, it served the intended purpose well. It was from this small and simple office on Pier No. 1 and from the earlier one on the Colman Dock that Father conducted his extensive shipping and fishing enterprises.

DRYDOCKING



engines. With this as the tow boat, I moved the vessels from the end of the dock to the shore at high tide. Actually, the vessel was put aground shortly after high tide so as to be sure the high tide the next day would float the vessel free. Otherwise if for some reason I did not get her off at high tide, it might be several weeks before there were another tide that high. I selected a day in the fall after the fish cargo had been removed and the weather was good, hopefully hot.

There was a large camel log which we kept between the first vessel and the dock to reduce the wear on the vessel by the piles. Anyway this log was lashed alongside the vessel on the side I wanted to be the down side; ie, the other side would be exposed while this side rested on the beach. Heavy wires were run under this log and secured around the mast of the vessel. As the tide went out, first the keel of the vessel would come down and rest on the sandy beach, then as the tide receded farther, the log would begin to be lifted out of water. It added sufficient weight so that the vessel would list with that side as desired, leaving the other side exposed.

As things worked out, high tide was usually in the evening. Next morning the tide would normally be low around 11:00 to 12:00. First thing was to work from a small raft or scow moored on the high side, then scrub the hull as it became exposed, sliding the scow along the length of the vessel. I had a portable gas engine pump that would wash off the slime after we had worked on it with the scrubbing brushes. It took several hours for the tide to fall so with about four men there was no problem in cleaning that side before the side was fully dry. Finally we pulled the scow away from the vessel's hull before it grounded, and from there on we stood on the beach in rubber boots to continue the scrubbing until the tide had receded below where the vessel lay. The vessel was then all in the air.

Usually there were several hours before the tide came in enough to begin wetting the side of the keel. During this time I built several small fires on the beach under the vessel to help dry the surface. Then at the last minute, we started with the paint, using brushes and making sure to keep ahead of the tide. When the water was deep enough for the scow to float, this was brought back alongside and

we stood on it to continue the job, sliding back and forth along the length of the vessel as the tide was rising.

Late in the afternoon, the painting would be completed to a straight line on the top. Then we had to wait until the vessel would float. The whole procedure was repeated then for the other side. The vessel was turned around so the down side, that just done would be next to the beach and the camel log floated to the other side and lashed as before. The vessel was shoved onto the beach a short time after the tide had passed the peak and the vessel left for the night. Next day was as the day before, scrub as the tide went out, allow the hull to dry, then apply paint as the tide came in.

I did this job on both sides of the plant on different yeras. It did not make any difference, both beaches were smooth and sandy. The vessels drew from 10 to 12 feet of water so the job could only be done easily when there was a day with a high tide of at least 12 feet, and a low tide of minus 2 feet or more. The bottom paint job was nearly as good as on a commercial drydock, the only part not painted was the bottom and part of the lower side of the keel, maybe four inches. We could not have done this with a new vessel every year, as the bottom of the keel would never be painted and in short order the marine borers would do their stuff. Even when on a commercail drydock there is trouble with the lower edge of the keel. The vessel rests on keel blocks, large square built up blocks of wood often two feet square and about three feet apart. Hence, the bottom of the keel that was resting on the blocks was not painted, that is unles the vessel was floated, moved about two feet and then raised again to expose those portions not accessible before. Normally this was not done. Rather, hope was placed that the next time out these spots would be painted. In practice this did not work out as the vessel might go to some other shipyard next time with different keel block spacing, or if even in the same yard, the spotting might not be accurate enough to accomplish the resired results. In the end the marine bugs won out!

The ship builders were aware of this problem when they constructed the vessel. They put a shoe on the lower side of the keel. This was as wide as the keel; in our

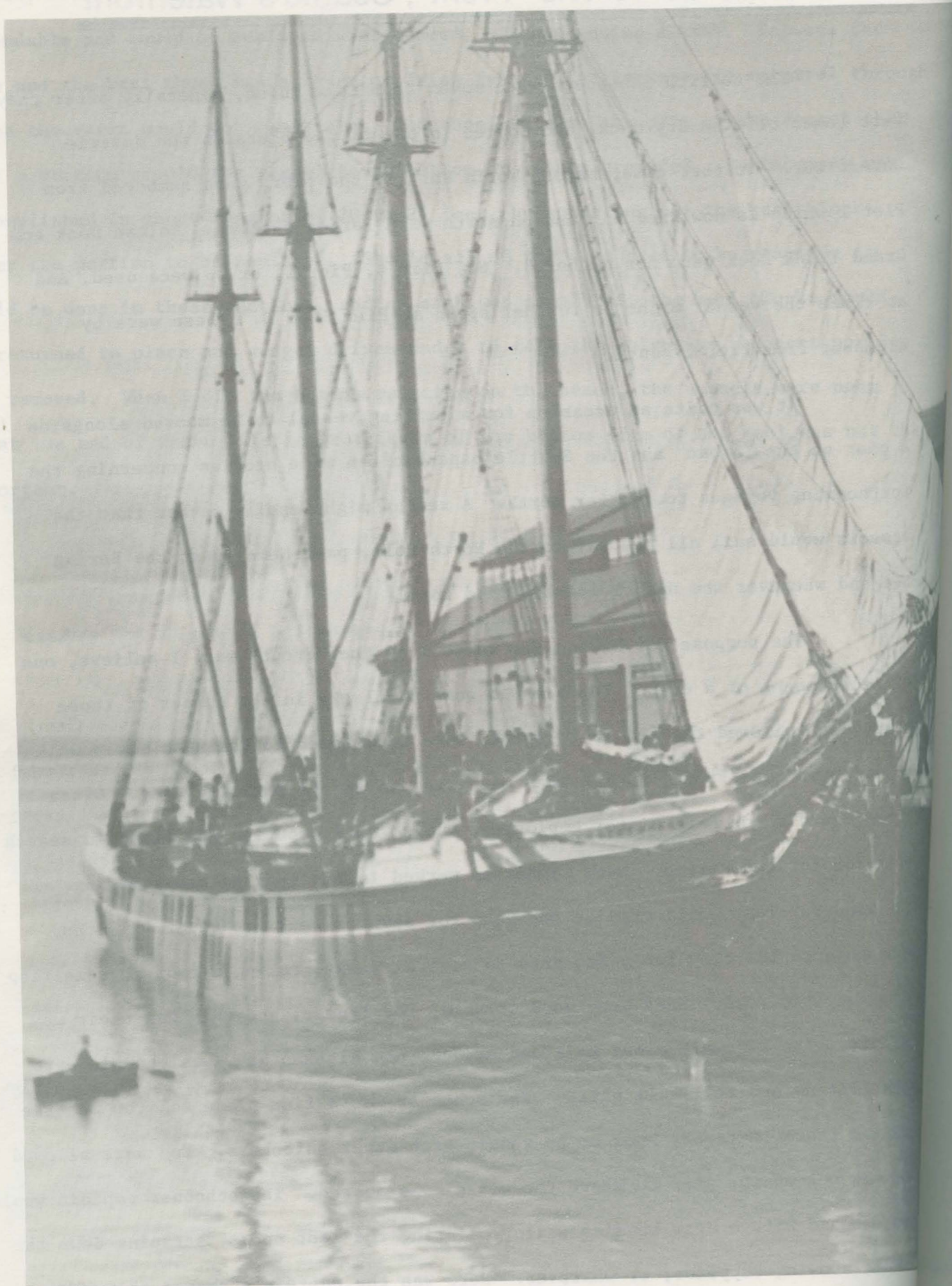
vessels about 15 inches and five or six inches thick. This shoe was considered expendable and could be replaced when needed, although quite a task. Between the shoe and the keel there was a layer of Irish felt, a tar impregnated material through which the worms could not penetrate. The shoe was also the part of the vessel that took a beating should the vessel touch bottom or become grounded. Replacement was accomplished in short lengths of 20 to 25 feet, by splitting out the keel blocks under the portion to be replaced. Should all of the shoe need to be renewed, it would be done in these sections, and as each was completed, the keel blocks would be returned to place and wedges driven under to take the weight as the next portion was removed. When I did the bottom painting on the beach, the vessels were near or at the end of their life so protection of the bottom edge of the keel was not that important.

The Vessels Go To The "Front", Seattle's Waterfront

The codfish schooners were moved from Lake Union, generally after they were taken off the dry dock, and moored to one of the piers on the Seattle waterfront. At that time, before World War II, the piers were numbered from Pier 1 which is now Pier 51, and on north with larger numbers. Colman Dock and Grand Trunk Dock were not numbered. So, Pier 4, Pier 5, or so were used, and at times the vessel might be further south at Pier A or B. These were by alphabet from Pier 1 south.

It was quite an occasion for a sailing vessel to be moored alongside a pier on the "Front" and the Seattle papers often made stories concerning the forthcoming voyages to the far north. A reader might easily gather that the vessels would sail all the way to the North Pole, past Nome, past the Bering Sea and wherever the author let his mind roam.

The purpose for having the vessels on the "Front" was, I believe, one of recruitment of a crew. The men who went to Alaska in the summer or those that just followed the sea so to speak, were accustomed to taking a daily walk up and down the "Front" to see what was going on and to pass the time. Often these men did not have winter employment and so were scouting the field in search of a job for the season. Many fishermen worked in the logging camps during the winter. They would stay at the camp for several weeks to several months, then come to the city for a few days to several weeks, taking a room at some flop house on skid road. They were good workmen, the finest, and this was their way of life. The sidewalk along Railroad Avenue, now Alaskan Way, was the place to meet friends and tell tall tails. The schooner was a fine place to stop and see who was there that they knew or to gossip with other onlookers. You were allowed to walk out on the pier to where the vessel was moored. The schooner captain would be on board with a crew bending sails, painting the last spots, scraping down the masts, stowing supplies, or whatever. Here was the captain's chance to recruit a crew.

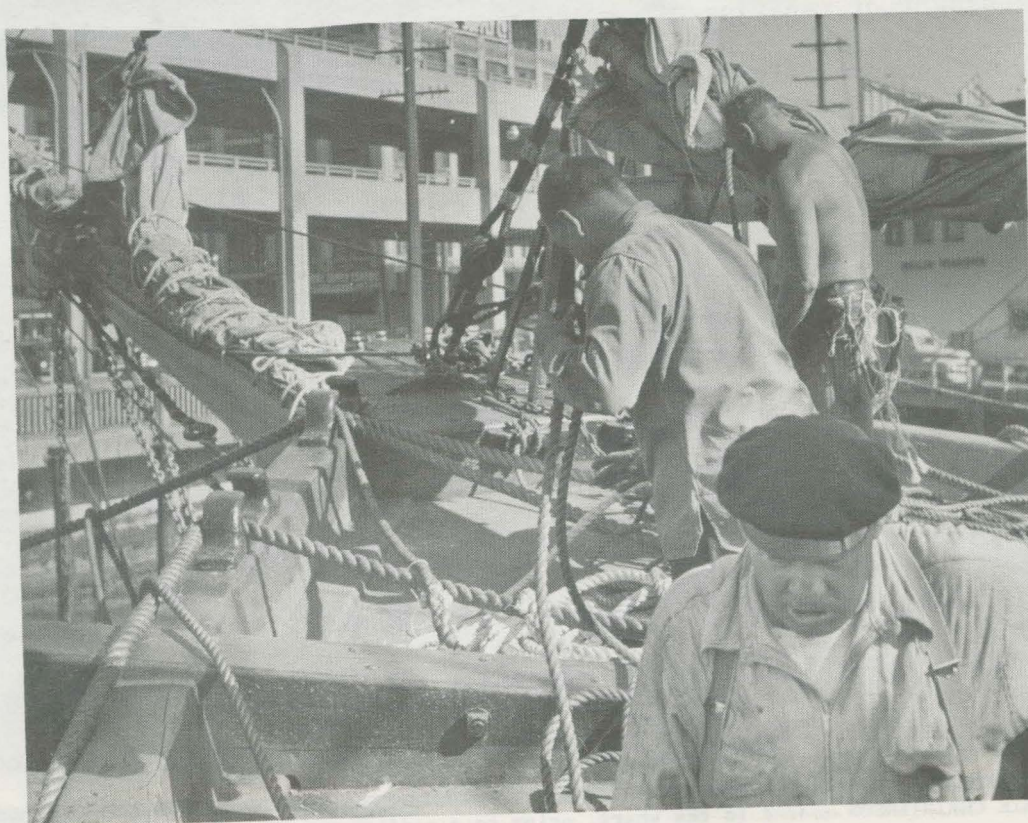


The men would give the captain a promise that they would sign on to fish or be a dresser for the season. It was always quite a worry for the company whether a good crew could be obtained. During the depression years when jobs were not available elsewhere there were many men seeking a berth on the vessel, who in better times would find other work on shore. Day by day over a period of several weeks, a crew was shipped for each vessel. The schooners of the Robinson Fisheries Co. from Anacortes were likewise looking for crews, thus creating some competition for the better men.

Father's office was on Pier 1 from the first that I can remember until the beginning days of World War II for this country. So, every afternoon, beginning along about 3 o'clock, the would-be crew congregated in the hall outside the office. Father set aside the last hour of each day for these men and they would come in one at a time generally, saying they had shipped on the C. A. THAYER, or SOPHIE CHRISTENSON, or other vessel. He kept a small note book in his coat pocket with all the information he needed, it seemed to me, for everything. The crew lists were there, what supplies were still needed, addresses of special people, etc. So. . .each man came in and asked for a "draw". That is, he wanted money then, with the thought of repaying after the return in the fall. A good fisherman might get \$5.00 and someone else only \$2.00. Of course, each would ask for more than he got, possibly with the idea that his request would be cut down. Each would sign a loan slip for the amount, then take it to George who made out the check and kept the records.

During these times there was no shortage of moonshine, that white lightning made by the bootleggers. Many of the men made a bee line from the office to cash the check at some tavern (after taverns were legal), and before that time to who-knows-where, thence to the bootlegger to get a bottle. Most often it was a half pint, small enough to fit in the inside pocket of his coat. Others, if they had enough money, and this was generally not the case in the spring, made a visit to see their girl friends. The question of food or payment for lodging with

Schooner SOPHIE CHRISTENSON moored to the wharf, prior to a codfish voyage. The jibs are being bent and are hoisted in the dead calm day.



the money was farthest from their minds, although this was the reason given to justify the need for money.

From Father's side, the availability of money at this time in the spring was necessary in order to be assured of having a crew who could work and live together and also produce fish. How much money was loaned out to the men this way, I do not know, but there were very few who did not repay the loan. Those who did not make repayment the first time, that is when they returned that fall, even though they might in the end ship out on some other vessel, found that life with their friends was one continuous nagging, "when are you going to pay up?" The men took the attitude that it was a privilege to be able to borrow money in the winter so they could live, and anyone who abused this privilege made it harder for the rest of the men. Should Father, or "the Skipper" as they called him, somehow change his mind about loaning money, many of them would have a hard winter.

Now back to the vessel moored to the pier. With all the curious people on the dock, it became necessary to have a watchman on board at night. He could sleep in one of the bunks in the after cabin and with the stove there, he could heat up something for supper, or go to one of the local cafes. Just having someone on board was the principal requirement. One night, at least the story was told to me this way, there were several men living on board the schooner. They had gone up town for the evening with money in their jeans. Apparently these men were working and could draw pay, so there was plenty to jingle in the jeans, at least when they left the vessel. Several hours later they returned as a group, having in the interim also acquired a goodly quantity of that hot stuff that came in the flat bottle. Needless to say they were feeling no pain. Out on the wharf they marched to where the schooner lay. The method for getting on board was to take a long step from the edge of the pier to the rigging of the vessel, then climb down the rattlings to the rail and thence to the deck. In turn each of these happy fellows stepped to the edge of the wharf and then grabbed for the rigging for

Schooner C.A. THAYER: Upper, on Seattle waterfront preparatory for the voyage to San Francisco as a museum ship.
Lower, on Seattle waterfront, the crew pass the time walking the waterfront in pairs.

the next foothold. All was well, except the returning fishermen's thoughts were on the day last summer when the codfish were literally jumping right into the dories, and they forgot that the old man had told them the vessel was to be moved over to the salt dock! She was gone. As each man in turn reached for the rigging that was not there, into the bay he went, still singing and joking about those fish they had to let swim away because there was no more room in the dory.

The three men in the bay, being good Scandinavians, had no trouble swimming nor did they suffer from the cold water. The C.A. THAYER was moored at the next pier, and two of her crew were standing on the adjoining wharf and heard the commotion. They likewise were not feeling the chill of the early spring night, due to "good spirits". The poor fellows in the water must need help, they thought. Down the ladder on the pier they went, only to find the wood steps were covered with seaweed and as slippery as the proverbial greased pig.

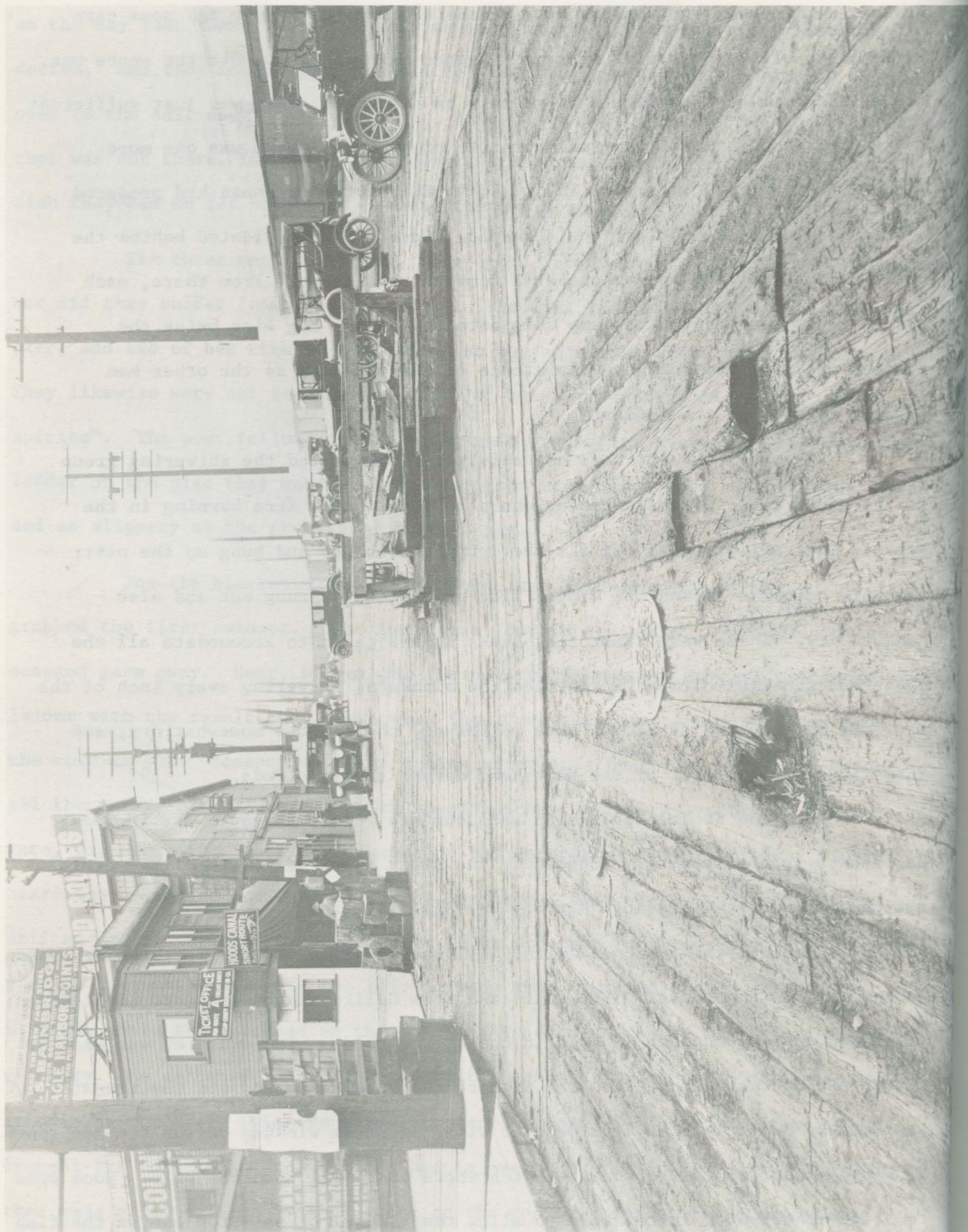
Joe the blacksmith was first down, and thinking himself strong of arm, grabbed the first swimmer. Now there were four in the water. His hold on the seaweed gave away. Next, Digger Sam (he used to be a grave digger) tried the same ladder with the result that there were then five swimmers. None suffered from the cold as yet. Someone made the remark afterwards that the chorus was rendering all the verses of "Clementine" with special accent on the foamy brine. At any rate, Big Nick, the Seattle policeman on the waterfront beat that night finally heard the commotion and went to have a look-see. By now the happy quintet had drifted across the open slip where the first schooner had been, then under the next pier to the north, and into the slip between that pier and the C. A. THAYER. In a little while the watchman on the C.A. THAYER heard the music ensuing from the vicinity. He welcomed Big Nick on board the schooner as he could use help in recovering the happy swimmers from the foamy brine. The jacob's ladder was brought out on deck and the two men had it over the side in jig time. Big Nick then made a flying leap from the deck to the top of the ship rail, a distance of at least four feet and before the watchman could stop him, the fearless Seattle policeman was descending towards the water. Now a jacob's ladder is

made with wood treads but the risers are of rope so the ladder can be rolled up when not in use. Further, the wood treads are somewhat tippy and some care is required of the person using same. Before Big Nick knew what the score was, one of the swimmers had made a firm grasp on his shoe. This was just sufficient to tip the tread and to the great surprise of everyone there was one more swimmer in the chill waters of Elliott Bay. By now the watchman had produced a long handled boat hook and while keeping himself firmly planted behind the bullworks, he pulled the men one at a time to the ladder. From there, each had to climb the ladder and jump down onto the deck. Big Nick being the closest was first up and gave assistance to the watchmen as the other men reached the top of the ladder.

When all the men were now safely on deck he led the shivering group to the after cabin of the schooner where he had a brisk fire burning in the stove. They all stripped off all the dripping clothes and hung up the outer garments on hooks around the stove. The underwear was rung out and also hung to dry. There were sufficient bunks in the cabin to accomodate all the fishermen who then climbed in between the blankets, shivering every inch of the way. By morning the fishermen were refreshed, the clothes somewhat dry, and they finally rolled out of the bunks and donned the same duds.

How the Seattle policemen made out his report to cover the incident has always been a mystery. Supposedly the story appeared in one of the Seattle newspapers under the heading "The Bay Was All Cluttered Up".

Back to the schooner again. All the supplies for the forthcoming season were loaded on the vessel. The salt came from California by steamer. Most often it was on a steamschooner in bulk in one of the holds. The transfer was made by moving the codfish schooner to the side of the steamschooner, and the transfer was made by use of a clam shell bucket with the steam winches of the steamschooner. It was dumped over the schooner's hatch where most fell into the hold. Wood pens had been constructed in the hold to allow the removal of salt for use on the fish in the summer without having the entire quantity exposed and running down into the



excavated portion. At any rate, when enough salt was in that hatch, the schooner was moved enough so the steamschooner could dump into the second hatch. All that spilled on the deck was shoveled into the hold. There was another tedious job, that of shoveling the high mound in the hatch into the wings of the vessel, so in the end the salt was nearly level in the hold. Generally most of the shoveling was done the next day, just enough during the loading to keep the hatch open.

Coal was used in all the stoves, at least until the mid 1930s. After that the SOPHIE CHRISTENSON had an oil burner in the galley stove. The foc's'le stove (two in SOPHIE) was coal fired as well as that in the cabin aft. The coal was stored under the floor in the foc's'le. It was delivered in bulk by truck and dumped on the deck at low tide. From there it was shoveled into the skylights on the sides of the foc's'le and thence by chute to the open small hatch through the floor below. All in all, a great mess was made even though the coal was well wet down ahead of time. Coal dust was everywhere. We required about 10 tons on the SOPHIE and slightly less on the other vessels. It would have been much nicer to have loaded the coal before the foc's'le had been painted each year, as the clean-up job necessitated everything to be washed.

Groceries were delivered by truck and stowed in the storeroom under the after cabin. The after portion of the hold had been closed off with a double ply tongue-and-groove so as to keep the moisture of the fish out. Within this room a smaller room was made with its own door and all lined with galvanized iron. The flour was kept inside this room and the metal was to keep rats and moisture out. Generally it did a good job of both. Rats were very seldom found on the vessel, but if a family were able to stow themselves away before sailing time, there was no way to get rid of them, just make sure they did the least damage. Groceries were required for five months on each trip with no opportunity for resupply. SOPHIE CHRISTENSON carried a crew of 44 or 45 men. The other schooners had fewer, although C.A. THAYER had about 35, and CHARLES R. WILSON at least 30. Potatoes were stowed at the far aft portion and at least five tons were included. We had canned fruit and vegetables which were stowed here also,

Seattle waterfront circa 1920 with Pier No 3 showing. This was the pier where the Poulsbo steamed landed and the cases of codfish were warehoused. The auto parked in front of the pier is similar to the 1916 Cadillac Father owned. Note the wood planks on the street.

fruit on one side and vegetables on the other. Eggs were coated with paraffin by the supplier, and this made them keep better. These were stowed on top of the salt along with all the barrels of salt meat and the fresh meat that had been previously cooked and put down in hot shortening in 50# metal cans. The salt was covered over on top with old sail canvas to keep it clean. The eggs would be turned over each week to keep the yolk from settling to one end. We also had considerable ham and bacon. This was a special cure for Alaska. It was smoked more and had more salt. The bacon came in slabs. These were all hung on nails driven into the side of the beams of the vessel in the storeroom, so each could hang free and have good air circulation.

Fresh water was carried in steel tanks that had been painted on the inside with a slurry of portland cement and water. Gasoline was in steel tanks, most on deck but some also in the hold. They would never pass Coast Guard inspection now.

The aforementioned items of supplies were each in turn stowed away. Then with about two weeks remaining from the selected departure date, the sails were brought on board. Father used Sunde and d'Evers Co. on the Colman Dock for many years for storage and repair of the sails of the vessels. The only other sail loft was owned by George Broom. There was no particular reason I know of for Sunde's doing the work other than possibly the fact Dave Dannamen, one of the directors of that firm was also a stockholder in the Pacific Coast Codfish Co. Then about the year 1930, Father bought a sailmaker's sewing machine from Sunde's and set up his own sail loft on the upper floor of building No. 6. My memory does not go much further back than 1930, but then Andy was the Supt. of the plant. He would make arrangements with one of the Poulsbo seine boats or would use the PHYLLIS S. owned by Father. The sails would be loaded on the vessel and taken to the schooner in Seattle. Then the crew would bend the sails, and this was the job that attracted the most attention from those waterfront onlookers who lined the pier side every afternoon. Nothing attracts like the view of a sail halfway up the mast. This work on the vessels provided a paying job for considerable

numbers of the crew, thus assisting in the recruiting of the final gang.

Near the end of the days in port, usually on a weekend, the dories would be launched into the bay at Poulsbo, tied in several long strings, then towed to the side of the schooner in Seattle. The dories were last because of the room they consumed on deck. A few might be lowered down into the hold but only a few. As they were fitted with wells, there was no way to nest them one inside the other as had been done in past years. After the vessel left the dock and was headed north under tow, some of the dories would be hung from davits. Generally they were swung inside the vessel's rail, but on the SOPHIE some were also carried swung out.

There were numerous other items required for the trip. All the gear for fishing must be on board. We used hand lines which were tarred cotton heavy fish line. The hooks were of Norwegian make. Lead for the sinkers came in five pound chunks. Tools of all varieties must be there; hand axes, planes, chisels, drills, hammers, cold chisels, wrenches, . . .you name it, some day it would probably be needed. In the captain's quarters, there was the slop chest, a store of clothing and similar items the men would need, especially those who made a pier head jump (decided to go on the voyage the day the vessel was sailing, and had no clothes with them other than what they stood in). The medicine chest must be well stocked, with the contents kept under good lock and key. The trip being for five months, the men required sufficient tobacco to see them through. Cigarettes were purchased in bond, that is, without Federal Tax stamps, so they had to be sealed by the Customs Agent. This was legal as they were used outside the three mile line of the coast.

Each dory had a well for accommodating an outboard motor to power it. By the agreement with the fishermen, each man owned his engine. This made it necessary that Father be convinced that there actually were enough engines for all the dories when the vessel departed. Some men had taken their engine to a First Avenue hock shop and each of these must be retrieved. Father had to get the hock slip or receipt from the fisherman, then go and pay the charges. Father then had to take

each engine so retrieved to a repair shop for complete overhaul, to guarantee it was in good working order. Other fishermen did not have an engine for whatever reason, so, accordingly, it was necessary to purchase a new one from the local wholesale house, Pacific Marine Supply Co. We used Johnson engines, and had to special order them from the factory in advance with longer shafts than regular. On top of this, we also had made longer intermediate drive shafts that were about five inches longer than the longest from the factory and at the same time have a machine shop make a cast aluminum block to lengthen the shaft casing. Thus the engine was over ten inches longer than normal between the bracket for attaching to the dory and the top of the lower end that had to swing below the dory bottom. Without the complete engine, the dory was not usable. Also a goodly supply of spare parts were taken on board the vessel to repair engines that broke down on the fishing grounds. When I was captain, I used spares to rebuild engines completely on the grounds, everything from a broken crank shaft to stripped gears.

In the end, when sailing day rolled around, the vessel had to be outfitted completely for all that was necessary to run a city of 30 to 50 people for five months. It was a self-contained entity without opportunity for help or supplies from outside. It is to be remembered that the whole purpose of the voyage was to produce a cargo of salt cod. Only those men who were effectively working when on the fishing grounds were adding to the final catch. Any fisherman or other crew member who did not work on a fishing day did not contribute to the total catch, and a day lost could not be made up. Example: the fisherman whose engine had broken down was not catching fish, so an extra spare machine was carried that he could use until he had time to fix his own.

Again back to the waterfront. The year of 1929 was the most difficult, I believe, for Father. The previous year the MAWEEMA, owned by the Alaska Codfish Co. of San Francisco, had been lost on the return from the Bering Sea with a full cargo of salt codfish. To fill their needs for the 1929 season, they had given Father a contract to produce and deliver to their plant at Redwood City, California, two cargoes of codfish. The contract was for that of the schooners CHARLES R

WILSON, a longtime codfisher, and also the SOPHIE CHRISTENSON that had recently returned from delivering a cargo of lumber to Suva and was then laid up in Lake Union facing the future of the other sailing vessels of the offshore fleet, that of the scrappers, as the end had come to the offshore trade for this type of vessel. Both vessels were owned by Father personally. He had a crew working on the SOPHIE CHRISTENSON all winter and spring converting her into a codfisher. This required construction of the crew foc's'le, new galley on deck, new pumps, electric lights with 32 volt batteries, water tanks, gas tanks, etc. The CHARLES R. WILSON had been purchased by Father from the Pacific Coast Codfish Co. the year before. The after house was extended in width to the outside of the vessel and considerable other work was performed. Capt. Jack Kelly was her master. The JOHN A., the first vessel the P.C.C.Co. had owned was taken out of lay-up, and of course the C. A. THAYER was also there for the P.C.C.Co. This made four vessels at the same time, two for the personal account of Father and two for P.C.C.Co. It was an awesome task.

The SOPHIE CHRISTENSON, being new to codfishing from Puget Sound, it had been necessary to look beyond the local area for fishermen. Capt. Bob Firth, a rugged Nova Scotian, was hired as master. He had lost the MAWEEMA the previous season on St. George Island in the Bering Sea when loaded with a record full cargo of codfish. Bob Firth had brought north from San Francisco a goodly portion of his former crew of fishermen. All this required extensive effort on Father's part. I do not know how he arranged for the transportation of these men to Seattle, as they would not have had the funds themselves to purchase a train ticket. I do remember when Hjalmer Larson hit the Seattle waterfront. There was a great celebration among the crews of all the vessels as a result, and many men who were working on the vessels took off for several days or more on one grand spree. Hjalmer and several others made the big house and finally the court of Judge Gordon, Police Judge. Those in jail had to eventually be bailed out by Father.

All the purchasing for the four vessels, the hiring of crews, coordination of all necessary work that was being done, was being conducted from the small office of room 66, Pier 1, Seattle. In that office were George Shields and Esther Strahm.

How it was all accomplished was a wonder. This was not all, for there was still the plant in Poulsbo that was working on the fish from the previous year, the sales of which were still going on. In fact, Lent was one of the most important times of year for the sale of salt cod and could not be lost. Collections had to be made for fish sold and all the books for each account kept separate. On top of this Father was involved with other operations, including being the Seattle sales representative for one of the California salt companies. Esther lived at our home in Madrona during this time and I remember Father and Esther spending many evenings in the living room making out purchase orders for supplies. At that hour of the day they could work without being disturbed by all the interruptions in the office, and especially by the crew there to bother him for this, that, and money loans.

Enough on the preparation for the season.

Before the 1929 year was over, Father received a severe shock one summer day. The plant of the Alaska Codfish Co. in Redwood City had burned down and that company no longer had a facility to receive the two cargoes then being produced on the banks of the Bering Sea. In the end the Union Codfish Co. agreed to take over the contract. The two schooners landed their respective summer's catch at the latter company's plant in Tiburon, California. The contract was renewed for the 1930 season for both vessels. Father did have some reason for his grey hairs at times, as there was neither sufficient plant facilities in Poulsbo for these two additional cargoes, should the California firms have been unable to take and pay for them, nor was there market in the Northwest for all that fish.

Food For A Codfish Voyage

Each voyage of a codfish schooner to the Bering Sea Banks covered a time period of about five months. The vessel did not put into any port for resupply purposes and accordingly had to carry when departing from Seattle all the food necessary to feed the crew the entire time.

We were in Bering Sea where the temperature was not much above the freezing point for the majority of the time. We did not have any refrigeration equipment and therefore had to take supplies that would keep without cold storage rooms. For the meat we carried a generous supply of salt beef and salt pork, newly cured just before the start of the voyage. These were packed in 250 # barrels and when needed a daily supply could be removed and placed in clean sea water to remove the excess salt. We also had a sweet pickle picnic or ham that was very good. Butter was packed in half barrels with 100 # each. The butter did not need to be soaked to remove salt.

We also had what we called fresh meat. Before the start of the trip, the cook would report on board and the galley stove lit off. Father brought on board each morning several hundred pounds of fresh beef or pork. The cook cut this up into proper size pieces for cooking. The beef would be roasted and the roasts about 6 to 10 pounds. The pork had to be cut smaller, generally as pork steaks or chops and these were baked until thoroughly done, at least the pork. They were then placed in metal buckets the size for 50 pounds of shortening, and then covered with hot melted lard or shortening. This would exclude all the air and make a tight seal when cooled off. The cans were stowed on top of the salt in the hold where it was cool and one taken to the galley as needed on the voyage. Usually this meat was served twice per week.

When we left Seattle we also took along several beef sides and these were hung in the fore rigging. They were delivered just before we left the dock so as to avoid prolonged exposure to the warm air of Seattle, for the next day when the vessel was out on the ocean the temperature would be low enough for the meat to keep O.K. for at least two weeks.

the Bering Sea. He later suffered a severe stroke from which he never recovered mentally.

The daily chores necessary to the care and safety of the vessel were attended to by those so able. The cook served meals three times a day with mug-up between. More about the galley later. The captain distributed the clothing ordered from the slop chest and one by one the men appeared on deck in their new clothes. As the headaches wore off, the men would shave and clean up, so by the end of the second day after passing Cape Flattery, life aboard the schooner was settling down to an organized routine. In the case of those with the DTs, some years it took over a week before all felt recovered from the pangs of withdrawal and ready to go to work.

Eggs were a special process treatment that the produce houses used for all of the Alaska trade. Each egg was given a coat of wax or parafine so as to close the pores and prevent air breathing through the shell. The coat was so light it was not visible when the egg was handled and cost only two or three cents per dozen. The eggs were then packed in the usual 36 dozen double ended wood case and we stored them also on top of the salt. The cases were turned over every week so the yolk would not settle and touch the shell for if this occurred the egg would spoil.

We had canned fruit and vegetables and these were stowed in the store room that was under the after cabin and in the after end of the fish hold. There was a double layer wood bulkhead between the fish and groceries with tar paper layer between. We also had dried fruit for pie filling or use on the table including dried apricots, peaches, prunes, raisins, and apples. There was naturally a generous supply of flour as the cook had to make all the bread for the men. We purchased the best Alberta hard wheat flour as this makes far better bread than the soft wheat of Eastern Washington. Also potatoes were in good supply, as the crew were mostly meat and potato men and would turn down most canned vegetables. Dry peas and beans were a must. Pea soup and baked beans with salt pork were both favorites. All in all there was food to feed all the men for the five months and with a generous amount to spare. Naturally some years the cook did not use good judgement in his daily menu and would run out of some items before long.

I must not forget gravey. This was a must. When the cook was roasting the meat in port there was considerable quantity of meat juice collected in the roasting pans. This was all carefully saved and sealed in quart jars. Later the cook would take part of a quart and make a large pot of gravey. The flavor was far superior to any bought products and made the potatoes much better.

On the fishing grounds we served fresh fish as often as possible for the supper meal. Fresh codfish was the most often used as we always had a good supply. Halibut fresh out of the water and sliced thick was never turned down and possibly twice per week we would have enough for the table. Naturally the need for bait came first and the table only had halibut when there was an excess.

Repairing The Winch

As I mentioned earlier, on first setting of the sails one spring, I think it was 1935, on the SOPHIE CHRISTENSON, the winch on top of the forward house was broken. The man controlling the halyard had continued to hoist after the throat halyard was full tight. From there on, there was no more hoisting. Something had to go. It was the teeth in the gear drive on top of the house. These gears were of cast iron; the small one probably one foot in diameter and the larger one two feet. Several teeth were completely sheared off at their base. Several others had half of the tooth missing, while the hold down bolts had broken the base of the bearing frame. The damage had to be repaired, or the winch could not be used for hoisting sails or dories.

Oscar Franson and I undertook the task. On making the appraisal, we found what we thought was a possible solution: drill holes $5/8$ " in diameter in the hub of each gear where the tooth had been, and then tap it with a $3/4$ " bolt tap, then to form a new tooth by filing the bolts to conform to the shape of the former tooth. Where a full tooth was missing, we had to provide two bolts or studs as they should be called after the head was cut off. The same was the case for the bearings; drill new $3/4$ " holes where there was solid metal and make new bolts to hold the bearing to the wood blocks that held the shaft off the deck. These bolts had to go all the way through the top of the house, so they were over two feet long. Fortunately we had several long rods that we could thread for the hold down bolts. The plan looked possible, but the damaged gears were under the lower edge of the foresail where there was more than enough cold wind to freeze a person.

We gathered the tools and found we had all that were needed. First, we drilled a pilot hole into the gear hub with a small drill bit powered by the newly acquired 32 volt electric drill. In the process, there were several drills broken, as holding the electric drill by hand while the vessel was rolling was not the best. Next, we had a ratchet set Father had scrounged several years earlier from one of the other old sailing vessels moored in Lake Union and bound for the scrappers. How fortunate! We had a few taper shank drills that fit this hand ratchet, so we turned

Sailing Day

Sailing day for a codfish schooner headed for the deep sea banks off the Bering Sea coast of Western Alaska was one of those events one never forgets. This was the day of climax for all the winter work of preparation and those days on the Seattle waterfront loading supplies. If you were a bystander, this day was one long show, the likes of which were sometimes depicted in the most fanciful movies; if you were an old time crew member, you might be having a last fling or spree, enjoying many last drinks plus a last visit to the ladies up town; but if you were the captain or owner, then it was something else indeed!

Sailing day was set usually over a week in advance, but never on a Friday. Not nohow! Saturday was usually not acceptable, because the business houses were not open after noon. They worked half a day on Saturday. Anyway, all the last minute supplies had to be delivered, including those that had to be kept under lock and key. Cigarettes and some other items for the food supply that had been purchased "in bond" had to be locked up by the captain where they would not be opened until the vessel was at sea. It was not safe to have these aboard ahead of time, as someone might break in to steal or use something. Likewise the slop chest clothing came at the last minute. Up until the day before, Father did not know how much to order, as all the crew had not been shipped. You see, when a man was shipped, he gave Father an order for his clothing, oil skins, tobacco, etc. These were then ordered from the supplier the evening of the day before sailing day. The captain handed them out later when there was time.

When the groceries came on board several days earlier, the captain would have taken all of the flavoring extracts and cached them in a safe corner of his cabin. Most extracts contain alcohol, and it has been known that more than once when the cook had stocked his galley for the supplies for daily use, including spices and extracts, that on the first night out or even earlier, someone in bad need of another drink would down a whole bottle of almond extract or maple or vanilla. It was generally no problem to know who was guilty, even for several days later. But to be short of extracts meant the pastry, pies, and cakes would

not have the proper taste all year.

The men brought their sea bags and placed them in the foc's'le or just left them laying about on deck. I do not remember a sailing day when it was raining hard, so usually things did not get wet. Other items were the chronometer and new charts from the Northwest Instrument Co., fresh meat sufficient for about 2 weeks, and this was wrapped with burlap and lashed to the rigging. The office always sent a packet containing writing paper, envelopes, stamps (at least enough for the use of the captain to write to the home office), a new log book, log books from several past years for his information, slop chest record book, copy of the invoices from all the suppliers so he would know what he had on board (the cook got the ones for groceries), and usually a bon voyage message of good fishing on the upcoming trip.

The captain and one other experienced man who had been there before, such as a mate or splitter, were on deck and sober. They had to take charge of everything that came and place it where it belonged and secure so that when the vessel began to roll around next day when they were at sea, nothing would be damaged. They usually had the help of several men making their first trip who were not well enough known by the oldtimers to be included in the festivities being held at the nearby taverns or bootlegger's dens.

Father had his book with crew names and this was checked over at regular intervals. First thing in the morning, he came down to the vessel and with the captain made a check mark after the name of each man that could be accounted for there and then, or who had made an appearance earlier. Some others were known to be dependable and there was no worry about them, so they were also checked off. Then there often were one or more who had landed in the Seattle jail the night before. No need to get them too early. They were safe where they were, and arrangements had previously been made with the Police Dept. to deliver them to the vessel when given a particular hour.

Then Father made the rounds of the local taverns and/or bootlegger joints to see who was at each. Once accounted for, this was all that was needed at that time. Presumably each was safe there. Then he was able to go back to the office

to complete last minute work for that vessel. In the event of his going as captain on SOPHIE CHRISTENSON, things were even more hectic, as he would not be there for the next day, or for that matter for five months. Back and forth between vessel and office he went, always under a full head of steam.

Possibly by 12 noon he would set a sailing hour, such as 3 P.M. Then he would phone the tow boat company to confirm the time, call the Seattle jail to inform them to deliver the men being detained there, go to the jail and pay the fines of those being held, stop in at all the taverns to pass the word. A messenger would be sent to the local bootlegger; at least this was the case up until hard liquor could be purchased in the liquor stores. Oh, yes, one other place not to be forgotten was the King County jail. They had the cook, a man by the name of Bert VanVreeden. He was a very good cook when off the bottle, but he could not control himself in port. In fact he was so good, the cooks in both the Seattle jail and the King County jail would offer a reward for the patrolman who would bring Bert in. Then Bert was placed in charge of the jail kitchen while the hired cook took life easy. It was no trouble to get the King County Sheriff's Dept. to deliver Bert, and always with instructions that his job would be available again in the fall when the schooner returned. The galley of the schooner would have been put in order by others under the direction of the captain, a good fire would be burning in the stove, and a new outfit of cook's clothes would be waiting on Bert's bunk. He would put them on and strut like a king pin in his galley quarters, or up and down the deck. He might be able to get a stew going on the stove for supper that night before some friends introduced him to the juice of joy.

Along about the assigned hour the tug would put in an appearance and tie up alongside. Several taxis would arrive from some local place where a few fellows had been congregated, and as the doors were opened, the men would literally roll out on both sides. I have wondered at times how all those men were able to squeeze into that small space. A taxi in 1929 was not as roomy inside as later models. In fact, at that time it was not at all comfortable for more than two to sit side by side in the back seat. Still, the taxi might disgorge up to six husky fishermen. By this time Father was standing at the gang plank if there was one, otherwise at the ladder.

Each man was frisked up and down for that last bottle he intended to take for consumption later that day. When the bottle was pulled from the pocket there would be a strong cry that this was needed to sober up on. Everyone knew that none of the contents would last that long if it got on board. At any rate, the bottle did not get that far because with one sweeping motion, he would snatch the bottle from the man's pocket and send it in a high arc over the side into Elliott Bay.

Back and forth Father went. One more trip to the office for something he needed. His notebook with the crew list was in and out of his pocket as the names were checked, rechecked, and checked again several more times. Each time someone was not there to be counted. It was not always the same person either, as when Father's back was turned one or two might slip away. After the taverns were legal, this did not concern him as much, as the wandering fishermen could be found at the nearest dispensary. The biggest problem was those men who had not put in an appearance so far that day. Everyone would be given the quiz as to whether he had seen Three Finger Pete, or Big Nick, or whatever his name. Father knew quite well where each of the men had his own hang-out. Then a frantic phone call disclosed that the man was asleep in his room, his landlady would give the info. This called for someone to make a trip by car to retrieve the poor fellow.

Finally, Father would let out the cry, "SINGLE UP!"

This was the word everyone had been waiting for. There would be a scurry by those in condition to do so, to take in all the mooring lines between the vessel and the wharf except one manila line fore and aft. The other lines were generally steel wires so they would not wear out in some cleat or on the edge of the wharf and allow the vessel to swing away from the pier. Then the last go-over with Father book. Each name was given the last mark. First the fishermen, who were most important to the voyage, then the cooks, splitter, salter, and last the ordinary dress gang men, or those that could be replaced if needed. It often happened that a fisherman could not be located at the last minute, so someone who had been in the dress gang for several years and was known as a good man would be shipped over as fisherman. The place in the dress gang would be filled by someone who was on the

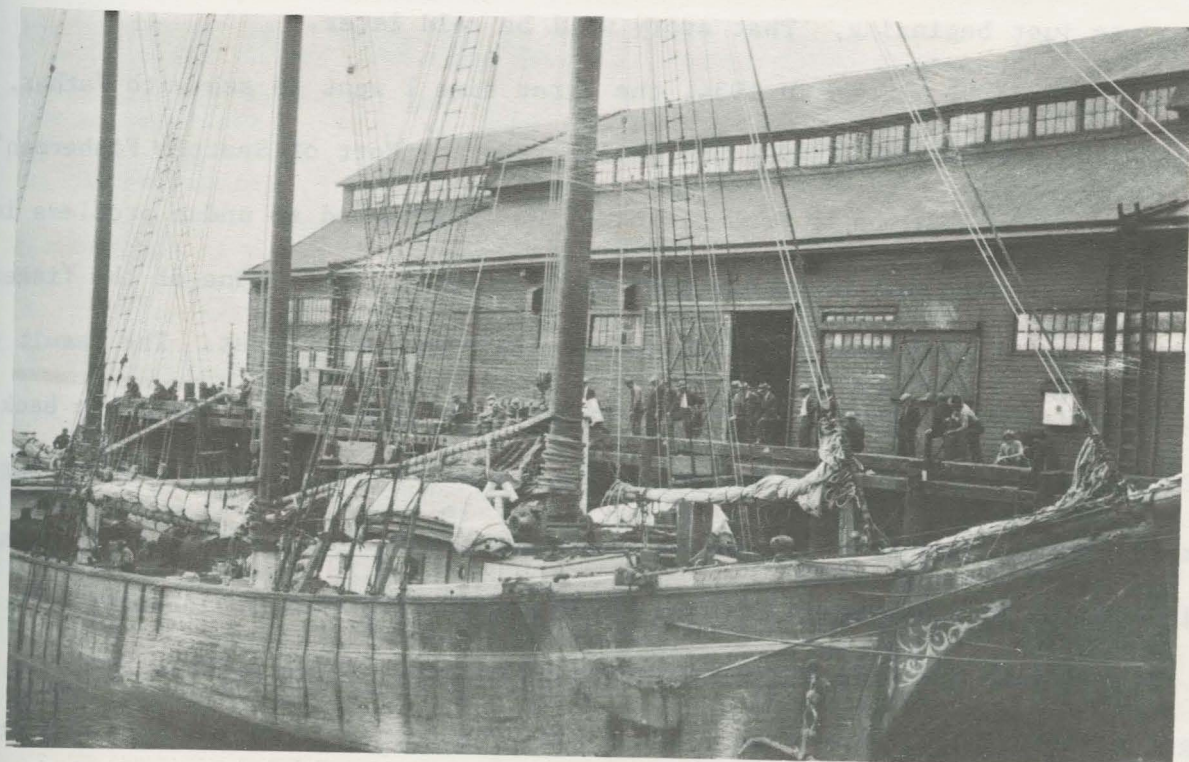
Upper: Schr. CHARLES R. WILSON on sailing day, circa 1915.

Lower: Schr. CHARLES R. WILSON at Pier 3 Seattle ready to sail, circa 1925.

every day. These were cut up in the morning from spuds that had been boiled the previous day, then placed in roasting pans in the oven. A generous amount of bacon drippings was poured over the top and the entire contents stirred frequently as it heated. Fried eggs were also served, these being cooked in individual two egg pans. Generally the cook first cooked half enough eggs for the number of places at the table and slid the two egg servings onto a platter on the stove heating shelf, then started pouring out the hot cake batter on the grill plate or stove top. More egg pans were filled with eggs at the side. By the time the bell was rung he had the platters filled with: 1) eggs; 2) hash browned potatoes; 3) hot cakes; and 4) bacon.

Meanwhile, the flunky had cleared off the table, taken off the dirty table cloth and opened out one that had been washed, then set the table. The table had bench type seats on both sides. On the C. A. THAYER we could seat 16 men. On SOPHIE CHRISTENSON there were two tables, a long one on the starboard side and a short one on the port. Between the two they could seat 24 men. The tables were fore and aft and fitted with rolling chalks, that is, there was a strip of wood on each edge projecting about two inches above the table top level, and two other slats down the center of the table projecting about one inch above the surface. The latter were about 12" apart. The total arrangement being such that a man's plate would fit between the edge raised strip and the center slat. The platters were placed between the two center slats, so that all in all there were three spaces, or you might say troughs, lengthwise on the table, one on each side for the men's plates and the center for the food. The purpose was to prevent the plates from sliding as the vessel rolled. If it were a rough day, the table cloth would be wet down to add to the non-skid properties. The table top was covered with a good grade of linoleum, but as this had no non-skid properties, the above provisions were required.

Then there was another table of sorts. This one was the same length as the regular table but only one foot wide. It was made more box-like, with sides up to six inches high in places. It was suspended from the overhead beams with a



pier hoping and waiting for just such a chance. He would jump on board, in the clothes he stood in. The rest of his outfit would have to be obtained from the slop chest; blankets, oil skins, underwear, shirts, pants, sox, and whatever else he needed. This occurrence of shipping at the last minute was called a "pier head jump".

Then, "LET GO!" Those were the final words and the last mooring lines were taken in. The tug would slowly move the schooner out of the slip backwards, as they were moored bow to shore, and then let go from alongside, swing around and tighten up on the main tow wire. The vessel would swing around to follow the tug and they were off. There were shouted farewell wishes from those left behind as the vessel left the pier. From there on it depended on whether you were on the vessel or on shore as to how you felt. On shore it was a relief to most of us, except for Father. Possibly he had one or two more schooners to sail within the week. If this was the only one, or the last one, there was a tremendous letdown in the level of activities, and also a reduction in the tension. This was the end of activities for that day. Even though there might be another vessel due to depart three days later, there was no more work for that day. Rest was needed.

If you were the captain on the vessel the story was a different one, the voyage was just beginning. That story will be told later.

I believe it was in 1934, the first time I went to sea with Father. The good old SOPHIE CHRISTENSON had sailed from the Port of Seattle Fishermen's Wharf across the ship canal from Ballard. We experienced no undue problems in the passage through the locks and none of the crew escaped. One of the fishermen attempted the transit from the deck to the foc's'le, head first. The result was that he sustained a severe cut under one eye. The other men brought him back aft to Father, the captain. The man was suffering no pain although blood was streaming from the wound. Father attempted to clean the cut with the idea that a bandage applied would hold the edges of torn flesh together so they would heal. The gash was far too deep and wide for this method of repair. There were needles and sterile catgut sutures in the slop chest that would have been used were the vessel at sea

where a doctor was not available. The vessel at this time was passing through the channel below the locks with the tow boat alongside. Father had the tug stop the vessel off the Golden Gardens where the Shilshole Marina is presently located. The SOPHIE's anchor was dropped and the man taken to the U. S. Public Health Service Hospital (Marine Hospital), where he was sewed up in proper fashion. It was not until the next day that he experienced the pain from the accident.

Towing Out The Sound

After the vessel left the Seattle pier, or Poulsbo in later years, the first chore was to assign someone to steer the vessel. Even though the tow boat was in charge and the schooner at the end of that long tow line, it was still necessary to use the rudder of the schooner for steering so she would follow in a straight course behind the tug. Generally two men were assigned this task, one of the mates if he were sufficiently sober, and one other man. It only took one to handle the wheel, but with two there it was better, as one was available as lookout and could go for help if he saw something amiss. The captain usually had other immediate duties. He had to keep close watch in the galley to be assured the cook would have something on the table later that evening. There were always some in the crew who wanted to eat. Also there were others who were still continuing the drinking. It was most desirable to round up all the bottles possible, as the partying would not be over until all had been consumed. I have seen some of the men during the days of Prohibition bring several gallon jugs of white lightning on board. One gallon would keep quite a few men under the influence for many hours.

These bottles, whether gallons, pints, or half pints, all had to be rounded up. Some were held by the captain to dispense lesser quantities over the next several days. This was probably the most important job of the minute, that of removing as much of the alcohol as possible from the crew. Father was never able to eliminate all of the white lightning as some of the men, knowing from past experience of Father's intentions, would cache several bottles in their bunks in the foc's'le. This would all be consumed before the drinking was terminated. Hence it was to the advantage of all that the supply on board when leaving the dock and in the possession of the crew at the time of departure should be as small as possible. Father required some to be doled out to those in dire need over the next few days, and this he kept securely locked up. The more men that could be prevented from consuming additional alcohol and made to eat some solid food the better. Others would be put to bed to sleep for a few hours. It had occurred more than once that a man jumped over the side while the tow boat was on the head end of the long

tow line. There was no way of getting the attention of the tug and the poor man was never found again, or if still floating when they got back, he was already dead. The splitter on the SOPHIE CHRISTENSON in 1929 jumped over the side this way and was lost. I remember Father received a phone call late at night informing him of George's accident. He was the head splitter so Father had to hunt up Tony Larson who lived near Silverdale, then convince him he should go fishing, gather all necessary clothes and drive him to Neah Bay where the tug with schooner was waiting. So much for the condition of the crew.

After 1925, most of the vessels had an electric light plant consisting of a one cylinder gas engine driving a dynamo. The plant was 32 volt with batteries to supply the current most of the time and the engine to operate only 4 to 6 hours per day. SOPHIE CHRISTENSON had two plants, one forward and one aft. These had to be kept operating afternoon and evening to maintain lights on the vessel. There were dories on the deck that had to be secured along with other supplies that came on board at the last minute. The captain had to oversee that all of these were made secure so that on the following morning when the vessel approached the Pacific Ocean and sea conditions, nothing would be damaged. Watches had not been set so there were no regular mates to take charge. Further, the mates were possibly not in condition to work. Everything was attended to in some fashion as there were always enough men not under the influence to do the necessary tasks. All that was needed was direction.

As the evening wore on and darkness fell, things became more quiet. Many were asleep. Dinner had been served. The captain would spend most of this night on the poop deck, watching the steering, walking forward every so often to be sure all was under control in the galley and foc's'le. It was a night of stress with the tow boat away ahead and no communication between them. Radio telephone was not yet developed in the 1930s or earlier. There would be several men staying up who did not want to go down into the foc's'le due to the noise of those still feeling no pain. The night was not without company for the captain, and at this time he could become somewhat acquainted with the new crew men who were not celebrating.

The lights of the various towns along the Strait of Juan deFuca would show in the distance. First Port Townsend, then Victoria on the Canadian side with Disappointment Bay, Dungeness, Port Angeles, Pisht, and Neah Bay. The lighthouses would all show their own characteristic flash and by consulting the chart from time to time, he followed the progress in his mind. The vessel's log book was started with the first entry of leaving the Seattle dock, West Point, Point Wilson at Port Townsend, then maybe Dungeness or Port Angeles and so on. I have examined some of the log books for codfish schooners in the early 1920s that show the tow boat was let go off Dungeness. From there the schooner had to set sail and beat its own way out the Strait. Two or three days were required for this arduous task as the wind was invariably westerly. At any rate from the earliest days of my memory, the tow boat did not cast off the line before well west of Cape Flattery. I have at times felt empathy for the captain of a vessel departing from San Francisco. There the moonshine was no less available than in Seattle, but the time of departing from the dock until the vessel had to make sail off the Golden Gate was only two hours.

At any rate the tug towing the Puget Sound vessels continued all night, proceeding westward along the south shore of the Strait of Juan deFuca. It was well past daylight the next morning before the vessel had cleared Cape Flattery. At times the tow was continued for fifty miles into the Pacific Ocean before there was enough wind to fill the sails so the schooner could continue on her own.

Then came the whistle from the tug. One long blast to signify the captain of the tug was ready to have the schooner cast off the tow line. Someone would be sent to the fore'st'le head of the schooner to signal that the whistle had been heard. All hands were called out, the gas engine winch was started, and the oldtimers knew what to do. The forestaysail was set first, followed by the foresail and spanker. By this time the tug had hauled up to where they were heading into the wind so that the schooner would not gain headway from the sails. Next the tow line was hauled in by the tug until it was as short as the sea would allow. Then, the tug stopped or slowed while the crew of the schooner lifted the bight of the line off the tow bitts and let it go. The tug went ahead to get out of the schooner's

way while the schooner's head fell off, filling those sails that were up. The remainder of the sails were then set, at least all the lower sails of the top mast schooners. The top sails were not bent to the masts until the homeward portion of the voyage. The bald head schooners set all sails unless the wind was too strong. From here on the vessel was on its own with a crossing of 1800 miles to be made before entering Unimak Pass through the Aleutian Islands of Alaska. The tow boat would wait until all appeared in order, then there were three long blasts from her whistle. These in turn were answered by the fog horn of the codfisher.

First Day At Sea

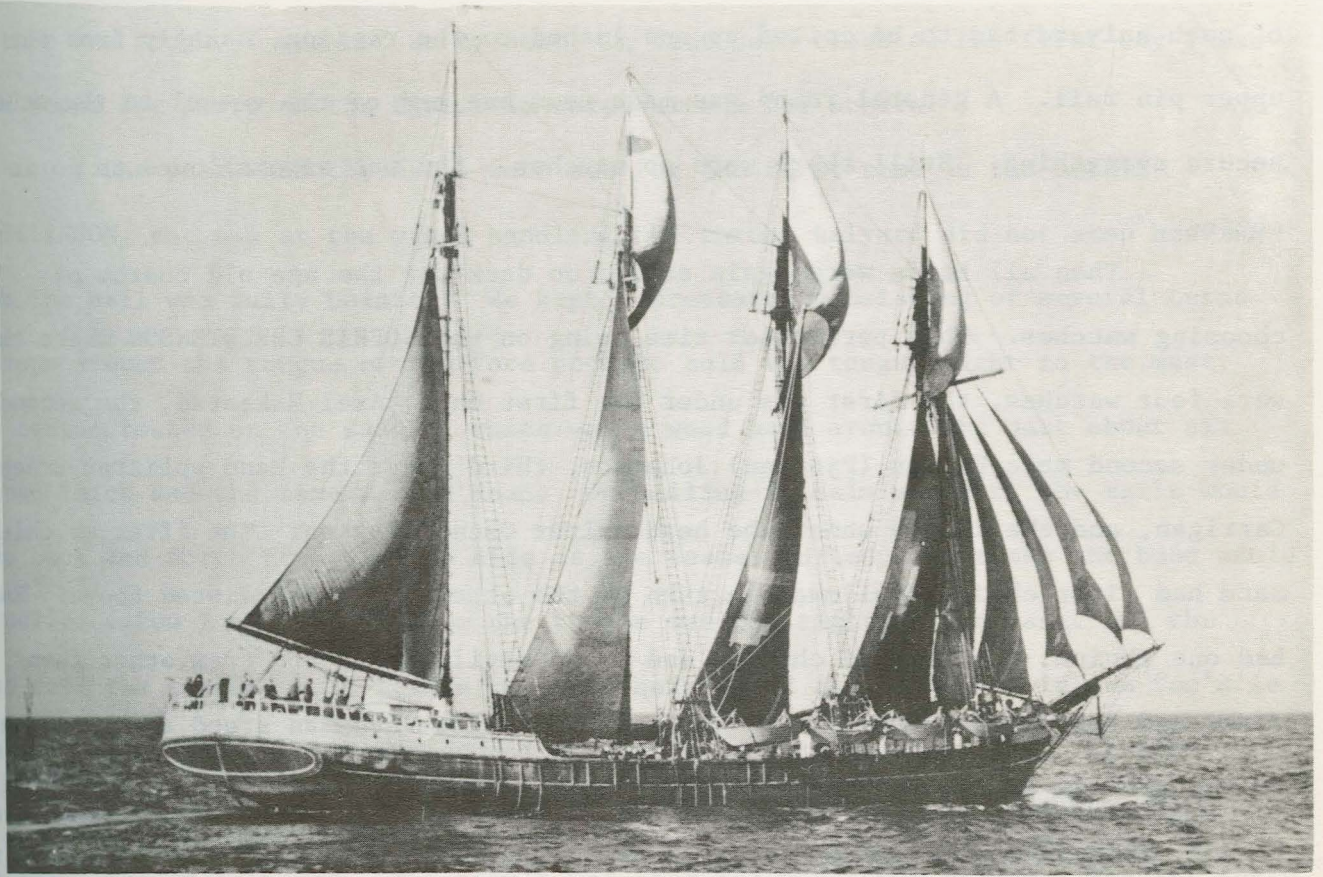
I have experienced this day from the viewpoint of a first time greenhorn, to an oldtimer, a mate and finally the last trips I made codfishing when I was the captain. I have a far different recollection from each position I held. Let me tell this from that of a crew member who was experienced, but not the captain.

Hopefully the day began with the cook having breakfast for those who desired it. Hopefully also it was not raining, although this was more often than not the case. When the captain called for all hands, I had to start the gas engine for hoisting the sails. This was a one cylinder Hurcules Brand machine with flywheels of about four feet diameter. It took two men to pull the wheels over on compression and if lucky, the cylinder would fire. Ker plunk.....kerplunk..... kerplunk.... and so on as the old machine picked up speed. Top speed was 300 rpm. When the engine had smoothed out, the clutch was engaged to drive the shaft on the deck overhead which in turn, through more gears, operated the gypsy heads, one on each side of the house.

The crew would loosen the gaskets that tied up the sails. The halyards were led through proper lead blocks to this winch. There was one halyard for each jib, so two could be set at one time. For the main sails, the peak halyard went to the gypsy on the starboard side while the throat halyard went on the port side. Slowly the sail was hoisted until fully up, then the man controlling each halyard would allow it to slip on the drum. Three or more men would hold on to the halyard and carry it over to the rail where it was made fast. Sails were set, one after the other, the foresail first for the big ones, then on SOPHIE CHRISTENSON came the spanker, followed by the main and mizen. The order of setting was to balance the wind force so the vessel could respond to the rudder. Setting all head sails first, the vessel would just go to leeward. Finally all were set. The amount of headway depended on the strength of the wind. Hopefully it was moderate and from the southeast. Too little and the vessel did not make headway, while too much, especially on the first day out, might lead to trouble.

Upper: Schr. C.A. THAYER setting sails off Cape Flattery 1949.

Lower: Schr. SOPHIE CHRISTENSON with all sails set returning from the banks.



With sails set, next came the task of tidying up the deck. The long length of each halyard had to be coiled up and lashed to the rigging, usually from the upper pin rail. A general round was made from one end of the vessel to the other to secure everything. Still there were no watches. The men were allowed to go in for coffee.

Then all hands were again called on deck for the age old custom of choosing watches. This particular time being on the SOPHIE CHRISTENSON where there were four watches, the first was under the first mate, Axel Hakestad, the second under second mate Fabian (Pjoiken) Johanson, third under the head splitter Ernest Carrigan, and the fourth under the head salter Oscar Franson. The first or chief mate had first choice, followed in turn by the others in order listed above. Each had one choice, then second choice, and so on until all of the crew other than cooks and the night watchman were chosen. The night watchman stood anchor watch on the grounds and night galley duty when under sail. The Old Man, in this case Father, turned to Axel and said "carry on". The first watch had the duty until noon when the second took over.

This day often was a most miserable occasion. With a southwest wind and heavy rain, life on deck was not too pleasant. We were used to the more gentle weather of Seattle and not fully ready to accept oilskins as an everyday garment to go on deck. There were many headaches, some from the many days of imbibing, followed now by complete withdrawal, while others like myself had not as yet become accustomed to the rolling of the vessel. The new exposure to the odors associated with the vessel, especially revolting to me, were in turn, cigarette smoke, bilge gas odor, cooking odor (especially that of hot grease), sick crew men whose clothes had not been laundered as yet, engine exhaust smoke, coal smoke from the stoves. Every time the vessel was changed from one tack to the other the stovepipe had to be changed also. That was the last thing the crew on deck did, so the stovepipe for a while would be on the windward side of the sail. It is surprising how well a coal stove will burn with the draft coming down the smoke stack and the smoke coming out under the grates and thence into the cabin. It will burn good that way until someone is irate enough to go on deck and change it. In the meantime the

cabin fills with varying amounts of choking coal smoke. Needless to say, if the weather was rough, I was not at my best, in fact some times on the first day I was bunk bound for parts of the time. So were quite a few others.

One year when the sails were set for the first time on the SOPHIE CHRISTENSON, the man at the winch handling the throat halyard did not stop heaving when the sail was fully hoisted. We kept a preventer consisting of several turns of rope around the tongue of the fore boom to hold the tongue tight to the mast. The tongue rested on the saddle, which was a wood band around the mast about six inches thick and the same up and down. On sailing in calm weather, the sails would slap back and forth from side to side as the vessel rolled. At times the boom would be pulled a few inches aft and so the tongue was not tight to the mast. On the next roll the tongue would strike the mast quite hard and the noise in the foc's'le was unnerving. The tight rope around the tongue was to prevent this. It also prevented the boom from being hoisted off the saddle band even though the winch man was still trying to hoist. The result was that the winch was broken. Several teeth in each gear were broken off and other bolts holding the bearings down to the frame also broke. Unless this could be fixed, the winch was out of commission for the year. Oscar Franson and I fixed the machine, and I will tell that elsewhere.

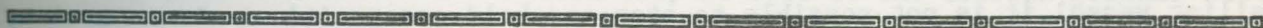
The light plants had to be run enough to charge the batteries so there would be lights at night. The vessel had to be pumped out morning and evening, just to be sure at this time that there were no leaks. The watch on deck walked forth and back, up and down or forward and aft, whichever you wish, putting in time.

To me there was one special pleasure for this day. The vessel had been the scene of activity for months previously, always as a dead ship. The cabin, foc's'le, and galley were cold and damp where now activity took over. There were men everywhere. Further and more impressive, the vessel was reacting to the constant ocean waves, or swells, as we called them. She was no longer just a dead floating thing, but now she was a real entity. The motion of the vessel in reaction to the swells is most impressive, for the vessel then takes on a personality of its own. She will never lie still again until we reach home port. Every slight movement



of the ocean will be reflected in a like movement of this old lady.

The watches are now on duty and those able to be on deck are kept busy. One man is kept at the wheel always, alternating every hour on the hour. Each watch has eight or nine men beside the watch mate when all are able to work. This will not occur before two or three days. There seem to be an unlimited number of things that need attention. The hawse pipe must be plugged to prevent water splashing in as the vessel dives in the seas. Also the chain pipe leading from the windlass to the chain locker must be stuffed with burlap sacks and then canvas, followed with stout lashings. Coal must be brought up for the stoves and ashes dumped over the side. These later are normally the duty of the morning watch but on first day they befall whichever watch can do them. There are still many things to stow away, small items that came on board at the last minute. Each must go to its own place or there will be no hope of finding it when needed. The hatches must be checked over to see that the canvas covers are properly secure, as by this time there is water on deck that splashed through the scuppers. Life goes on. When darkness comes on this day, there is a feeling of relief, at least for some. Others still have not recovered from the long winter idle days of enjoying the product of the bootleggers. And there are a few, like myself, whose stomachs are still not ready to stow a full plate of beans and corned beef.



Upper: Taking in the head sails. Lower: Ben Shanahan teaching Leon Golay how to splice rope.

Sea Life Begins

The first day or two out on the Pacific Ocean were spent attempting to gain sea room from the dangerous shores (rock bound) of Washington or Vancouver Island. The crew were for the most part doing no more work than the bare minimum necessary to operate the vessel. The regular watches were being stood, at least by those who could. There were still some green hands making their first voyage at sea who had problems with the motion of the vessel, commonly referred to as being seasick. There were also some others who had not recovered from the long winter and were suffering the pangs of withdrawal from alcohol. It was necessary for the captain to give those suffering with the DTs a shot of whiskey morning and night, as necessary.

When I was captain on the C. A. THAYER, one spring I had a very difficult time with Oscar Franson. He had a severe case of the DTs that did not respond to the usual treatment of solid food and time. I had to place one man in each watch at his side with the instructions that under no consideration was he to let Oscar out of his sight or more than a few feet distant from him. Oscar spent most of the time in the after cabin where his bunk was located, and the man on watch stood duty inside the door. Should Oscar want to go forward to the galley, the man followed right at his side. The danger was that Oscar might jump over the side of the schooner with the intention to commit suicide. This had occurred several times in past years on vessels from all the companies when a man was not able to recover.

I am telling this account for the record, as such conditions did occur. On the first trip I made with Father in 1934, one of the fishermen, Einar Kirby, had jumped over the side at about six o'clock in the morning. The SOPHIE CHRISTENSON was sailing along at that time with a fair wind making as I remember about seven knots. The cry was sounded "Man Overboard" which brought everyone out on deck. The wheel was put down and the vessel brought up into the wind. However, with a sailing vessel it is not possible to stop and hold one position. It was good daylight at the time and all of us could see him drifting astern. A dory was unlashed from

where it had been secured and carried to the rail. I also remember that Olaf Kittle (one of the finest seamen that ever sailed on the Pacific Ocean) came on deck in his stocking feet, not having stopped to put on boots or shoes. He had been in his bunk fully clothed otherwise. He dashed down into the foc's'le and came back with his outboard motor. This was put in the dory well and the dory just pushed over the side. Olaf and two other fishermen were in the dory, Olaf still in stockings. That dory was over the side in less time than it is taking me to write this. They went back to where Kirby was, but by the time they reached the spot, he had gone under. There was no sign of him on the surface again.

Father was very sad and on talking with several of the men who lived forward, they told him that the evening before, Kirby had stated that if he was no better in the morning, he was going to jump overboard. No one had bothered to inform Father about this. Kirby was not the first fisherman to take such a jump, nor the last.

With this past experience, I did not want to take any chances. I had one dory hanging in the tackles or falls of the davits on each side of the vessel, already swung out and with one of the company engines in the well for the first week of every voyage, just in case. As for Oscar, the mate in charge of each watch was informed that should Oscar jump over the side, he, the mate on duty would be accountable. This produced the results of keeping the man under constant guard.

I had the advantage of radio telephone when I skippered the C. A. THAYER, so I put in a ship-to-shore call to my personal doctor in Poulsbo for information. At that time, 1949, the Poulsbo Rural Telephone Company had operators on duty to complete each call, as there were no dial phones. So, when the call came through from the schooner at sea, the operator knew it was important, so she chased him down, so to speak. He was not at home, but she found him! I obtained the information I needed on how to treat Oscar. It took several more days before he was out of the woods and safe to allow on deck without a guard. In the end he never did really recover from the ordeal. This was the last trip he made to the codfish grounds of

the winch so that the hole to be drilled was horizontal and where we could get a solid backing for a thrust to shove the drill. The first electric drilled hole was about 3/16", next with the hand ratchet we first used one about 3/8", then one a little over 1/2", following up with what we had in several steps until the 5/8" hole had been made. The ratchet was turned about 1/8 of a turn with each stroke of the handle, and as the drill made some progress with the hole, the screw in the thrust end was tightened to apply more pressure. With good luck we could drill one finished hole in about one hour. There were fourteen holes to make, as I remember. This took several days and many trips to the galley for a cup of coffee to help warm us. Then we took the 3/4" bolts and screwed them very tightly into the holes so they would not unscrew themselves as the winch was operated. The bolts were cut off with a hand hacksaw for the right length, then filed to the shape of the teeth. Surprisingly, when it was completed, the new teeth made from bolts engaged the remaining teeth. The gear assembly was open, other than a guard over the top for protection from someone becoming caught in the gears. They turned, as I remember, about 20 revolutions per minute, a slow speed for gears. The job was successful and the winch was operated, but carefully, for the entire season. Needless to say, when the schooner returned to Seattle, new gears and bearings were purchased to replace the patched ones. Considering the tools we had to work with, I have felt this was a remarkable feat.

The Galley

We had a cook named Bert C. Van Vreeden on the SOPHIE CHRISTENSON who was an excellent baker. He had Father order for him cooks uniforms and had his name "Van" stitched on his hat. In order to make good bread, Father purchased the finest Alberta hard wheat white flour. None of the soft wheat of western states like Fisher's flour. That was all right to carry for pastries though. Also, Father purchased compressed yeast from Fleischman's Company in one pound blocks. This yeast was the finest that the shoreside bakers had available, but it had to be made fresh by Fleischman's, having a life of only a week or so. After that it would become covered with mold and be useless. Well, Van found that if he took the yeast and crumbled it, then placed one pound in a one quart glass jar and filled it with cooled water that had been boiled for an hour to sterilize the water, then the yeast would keep for the full 5 months. It was stored in the storeroom under the after cabin where the glass jars were packed in boxes with padding to prevent breaking. One fact we probably did not realize at the time was how cold the storeroom actually was. Probably it did not ever get as warm as 40 degrees after we left Seattle, and this fact would naturally help in the preservation. I can even remember one fall when Father called the Fleischman's Company to inform them of the keeping qualities. They sent a man to Poulsbo to sample the yeast that was five months old and still good. They did not believe it until they saw the product and tried some themselves. We all learn at times.

One item in the grocery department that was of utmost importance was gravy stock. When the meat was cooked before the trip there was considerable quantity of meat juice or meat stock that collected in the roasting pans. This was all saved and placed in quart jars and sealed. When opened, the meat stock was used for gravy, and good brown gravy with the full flavor of the meat went a long way in giving flavor to an otherwise bland meal. How the men liked to spoon that gravy over the potatoes! Meat-and-potatoes was the principal item in their diet. You could serve the finest peas or string beans and very few would touch them. But the potatoes

smothered in gravy made the meal. Further, it was cheap to fill the men's stomachs with potatoes.

The galley was one of the focal points of all the schooners. With a large crew of 30 to 45 men, the task of food preparation was in itself an enormous task. We carried two men in the galley, the cook and the assistant, or, as we called him, the flunky. There were three main meals served every day, breakfast, dinner and supper.

Breakfast was the beginning of the day for everyone. When on the fishing grounds, the vessel being at anchor, there were no watches, only the night watchman up all night. The crew were called or awakened just in time so that they could grab their pants and shirts before the breakfast bell rang. When sailing to and from the fishing grounds, of course, the watch on deck was up well before the bell rang. Otherwise, this was the beginning of the day. The cook would have been up for at least 1½ hours. When he was called, the night watchman or night watch would have things cleaned up, the big pots of water on the stove and boiling ready to make coffee or whatever else. If corned beef were on the menu for the day, it would have been simmering all night. The soup for the day would be started. Very often this was pea soup, and it was put to boiling as early as possible. The odor from the peas and ham bones was glory to the nostrils, while that from the corned beef pot was not as pleasant. The odor from boiling beef fat or tallow has an unpleasant odor whether it be salt or fresh meat.

The bacon would have been sliced up the night before. We had slab bacon and the slicing required nearly half an hour to have enough for 45 men. The hot cake batter was mixed, having being made from basic ingredients, not prepared mix as today. This was let set so as to be somewhat raised when the time came to use it. Then there was the setting of the bread. This depended on who was cook and when he baked off the loaves. Many of the cooks set the dough, that is, made the mixing of flour, eggs, yeast, salt, and water the day before and it had been held in a warm shelf over the stove all night. If that were the case, the cook kneaded the dough before breakfast for a last rising. There were hashed brown potatoes

single bolt through each support. Thus, as the vessel would roll, this suspended table, or better, storage rack, would also sway, always being upright. In this rack were kept all the normal condiments, salt, pepper, catsup, worcestershire sauce, sugar, butter, syrup, honey if we had it, and any other item that might spill. Also, the bowls for soup were there and along each edge were the hooks from which the coffee mugs hung. The clean plates were stacked in racks in the galley with slotted fronts so the man could grab a few plates, raise them over the top of the front board, and take them out. Otherwise the plates would not stay on any shelf. All in all, everything had its place and was kept there, otherwise, there resulted a mess on the deck.

At 4:00 when we were on the Bering Sea grounds and at 7:30 when sailing, the breakfast bell was rung. No one was allowed in the galley or mess room during the preparation period before the bell. Then the mob descended on the table of hot food. Talking was allowed, no rules to the contrary, but the transfer of the food from the platters to the men's stomachs was much more urgent, at least it so appeared. When each man had finished, he picked up his dirty dishes and brought them to the door between mess room and galley. The flunky stood there to take them after the man had scraped all leftovers into the slop bucket. The dishes went directly into the sink for washing. I have seen all the dishes washed and ready to set on the second table setting in 12 minutes after the first bell was rung.

To describe the dishwashing, the sink had two compartments and an attached metal drain board. The sinks were about 15 to 18 inches deep, roughly 18 inches wide by 18 inches long. However, the sides were not straight, rather there was a taper so each compartment was less than six inches wide at the bottom. Thus, considerably less water was required. There was a pipe drain from the bottom discharging overboard. Water was more than precious, we had only so much on board and to get more meant several days lost time. IT MUST NOT BE WASTED OR USED TO EXCESS.

As just stated, fresh water was most precious. There was no shortage of

every day. These were cut up in the morning from spuds that had been boiled the previous day, then placed in roasting pans in the oven. A generous amount of bacon drippings was poured over the top and the entire contents stirred frequently as it heated. Fried eggs were also served, these being cooked in individual two egg pans. Generally the cook first cooked half enough eggs for the number of places at the table and slid the two egg servings onto a platter on the stove heating shelf, then started pouring out the hot cake batter on the grill plate or stove top. More egg pans were filled with eggs at the side. By the time the bell was rung he had the platters filled with: 1) eggs; 2) hash browned potatoes; 3) hot cakes; and 4) bacon.

Meanwhile, the flunky had cleared off the table, taken off the dirty table cloth and opened out one that had been washed, then set the table. The table had bench type seats on both sides. On the C. A. THAYER we could seat 16 men. On SOPHIE CHRISTENSON there were two tables, a long one on the starboard side and a short one on the port. Between the two they could seat 24 men. The tables were fore and aft and fitted with rolling chalks, that is, there was a strip of wood on each edge projecting about two inches above the table top level, and two other slats down the center of the table projecting about one inch above the surface. The latter were about 12" apart. The total arrangement being such that a man's plate would fit between the edge raised strip and the center slat. The platters were placed between the two center slats, so that all in all there were three spaces, or you might say troughs, lengthwise on the table, one on each side for the men's plates and the center for the food. The purpose was to prevent the plates from sliding as the vessel rolled. If it were a rough day, the table cloth would be wet down to add to the non-skid properties. The table top was covered with a good grade of linoleum, but as this had no non-skid properties, the above provisions were required.

Then there was another table of sorts. This one was the same length as the regular table but only one foot wide. It was made more box-like, with sides up to six inches high in places. It was suspended from the overhead beams with a

salt water or sea water, we were floating in it. We could have all we wanted, just to draw it over the side with a draw bucket, or dip it from one of the barrels that were filled every morning by the deck crew. This salt water was used for some of the more dirty tasks. Coffee was made in a large pot of boiling water by dumping in the required amount of ground coffee. To clean this pot, it was first rinsed out with salt water to remove the old grounds. Fresh water could not be spared for that, although the pot next was rinsed with about one cup of fresh water to remove all the salt before reuse.

The fresh water supply was contained in steel tanks located in various places both below and above deck. We had at least one tank on each side of the vessel just aft of the foc's'le and separated by a wood bulkhead from the fish hold. The tanks were coated inside with a cement slurry that had been painted on. There was a large vent at the top to allow air to enter freely and as the vessel rolled, the water was agitated and aerated. It was fresh as a mountain stream. The water was obtained from the tank by a pitcher pump in the galley, thence into a bucket. As the cook needed water he operated the pump and transferred whatever amount was required from the bucket to stove or elsewhere. Also in the bucket was a dipper for small amounts. Further, the dipper was used by the crew to obtain a drink of water when they were thirsty. This would not comply with any rules for good public health, but it was the system then used.

Water for use elsewhere was also taken from this pump. There was a pot on the stove in the after cabin and another one in the foc's'le with hot water, at least when the stove was lit. This water was the source for the crew to wash hands and face. That was the only method by which the supply of fresh water could be stretched out to last the 5 months.

Back to the galley and mess room again. The table cloth covering on the table along with the wood slats still were not enough, some days. In very rough weather, the vessel would occasionally take two or three or sometimes more extra large rolls in succession. If this were during mealtime, each man picked up his plate with one hand and his mug of coffee with the other and held them until the

vessel finished those excessive rolls. He also had to balance himself at this time, swaying back and forth so that his body was as near vertical as possible. Those men sitting on the bench at the table but on the side next to the middle of the room did not have a back to lean against. Accordingly, when they leaned back as the vessel rolled away from them, they found themselves practically standing on the steep sloping deck and with both hands full. Several times I have seen a man slip on his feet and slide under the table while his plate and coffee spilled on top of him. The men on the other side of the table were on the low side. The swinging overhead rack was literally in their faces. Then when the vessel rolled the other way, the men with their back to the mess hall wall could not lean back. The wall was restraining them. If they slipped they fell on top of the table. Meanwhile, the platters of food on the table might slip or the food on them just slide over the plate edge, across the table top and into a man's lap. Also, simultaneously, the cook had his hands full with the same problem. Needless to say, this did not happen very often, but when it did there always occurred one awful mess. Generally on a day when the weather was this severe, the cook did not attempt to serve a regular meal, but limited it to what could be handled. Sometimes there was only soup and bread and butter.

Noon dinner on the fishing grounds was served less formally as a rule, although this was the biggest meal of the day. If the dories had gone out that day, there were only the dress gang men on board. Each fisherman would return sometime between 8:00 and 11:00 or so to unload his morning catch. Then he came into the messroom for his dinner and the cook or flunky dished up a plate for him. After breakfast was over, the cook had to turn to the task of dinner and any baking he had to do. We baked all of our bread when at sea, so this called for between one half and a full loaf of bread for each man every day. During the time I was on one of the codfish schooners, there was always a good baker, that is, a cook who could make very good bread. There were other voyages, even on the same schooner we had, where the cook could not make bread worth a hill of beans. I was fortunate never to be on the same voyage with one of the latter. The stove had two ovens

and was fired with coal except for the last years on the C. A. THAYER, when we had an oil burner but still retained the coal grates and could supplement the oil fire with coal, as the oil burner was on the small side. Father had an oil burner installed in the galley stove on the SOPHIE CHRISTENSON but it was not sufficient by itself either, except during the night, coal always being required to supplement the oil in the day.

We had very little meat that required use of the ovens. Baked ham was one of those, along with sweet pickled picnics (pork shoulders). Meat like corned beef, salt pork, pigs feet, and salt black cod or salmon were cooked in a pot on top of the stove. Thus the ovens were available for baking bread. Fifty loaves every other day was normal on SOPHIE. Then these good bakers also provided us with a generous supply of pie. I have been with two different cooks who were wonders at pastry and kept a more than generous supply of cookies, cakes, donuts, cinnamon rolls, butterhorns, turnovers and the like. This may seem expensive, but it is cheaper than meat and a happy crew is most important. Therefore, the morning in the galley was spent baking, of course weather permitting always applies.

Noon dinner when sailing to and from the fishing grounds was at 11:30 and 12:00. When in the Bering Sea, dinner was at 9:00 for those on deck, and whenever they came aboard for the fishermen. After dinner, the cook took time off for rest, spending several hours in his bunk. In midafternoon he would start the necessary preparations for supper. When sailing and standing watches, supertime was 5:30 and 6:00; while in the Bering Sea on the fishing grounds, it was 4:00 for those on board, and whenever they came back for the dory fishermen.

After each meal was cleared from the table and the "joint" cleaned up, the table was again set. This time for mug up. Now, mug up is a custom common to most seafaring men, but especially to fishermen. The coffeepot is always on the stove, and I do mean always. Except when the cook is in the process of putting food on the table, any member of the crew can come into the messroom and take a cup off the rack, go to the stove and fill it with coffee. Then back to the mess table where he can sit down with others and tell all kinds of tall tales while thus

single bolt through each support. Thus, as the vessel would roll, this suspended table, or better, storage rack, would also sway, always being upright. In this rack were kept all the normal condiments, salt, pepper, catsup, worcestershire sauce, sugar, butter, syrup, honey if we had it, and any other item that might spill. Also, the bowls for soup were there and along each edge were the hooks from which the coffee mugs hung. The clean plates were stacked in racks in the galley with slotted fronts so the man could grab a few plates, raise them over the top of the front board, and take them out. Otherwise the plates would not stay on any shelf. All in all, everything had its place and was kept there, otherwise, there resulted a mess on the deck.

At 4:00 when we were on the Bering Sea grounds and at 7:30 when sailing, the breakfast bell was rung. No one was allowed in the galley or mess room during the preparation period before the bell. Then the mob descended on the table of hot food. Talking was allowed, no rules to the contrary, but the transfer of the food from the platters to the men's stomachs was much more urgent, at least it so appeared. When each man had finished, he picked up his dirty dishes and brought them to the door between mess room and galley. The flunky stood there to take them after the man had scraped all leftovers into the slop bucket. The dishes went directly into the sink for washing. I have seen all the dishes washed and ready to set on the second table setting in 12 minutes after the first bell was rung.

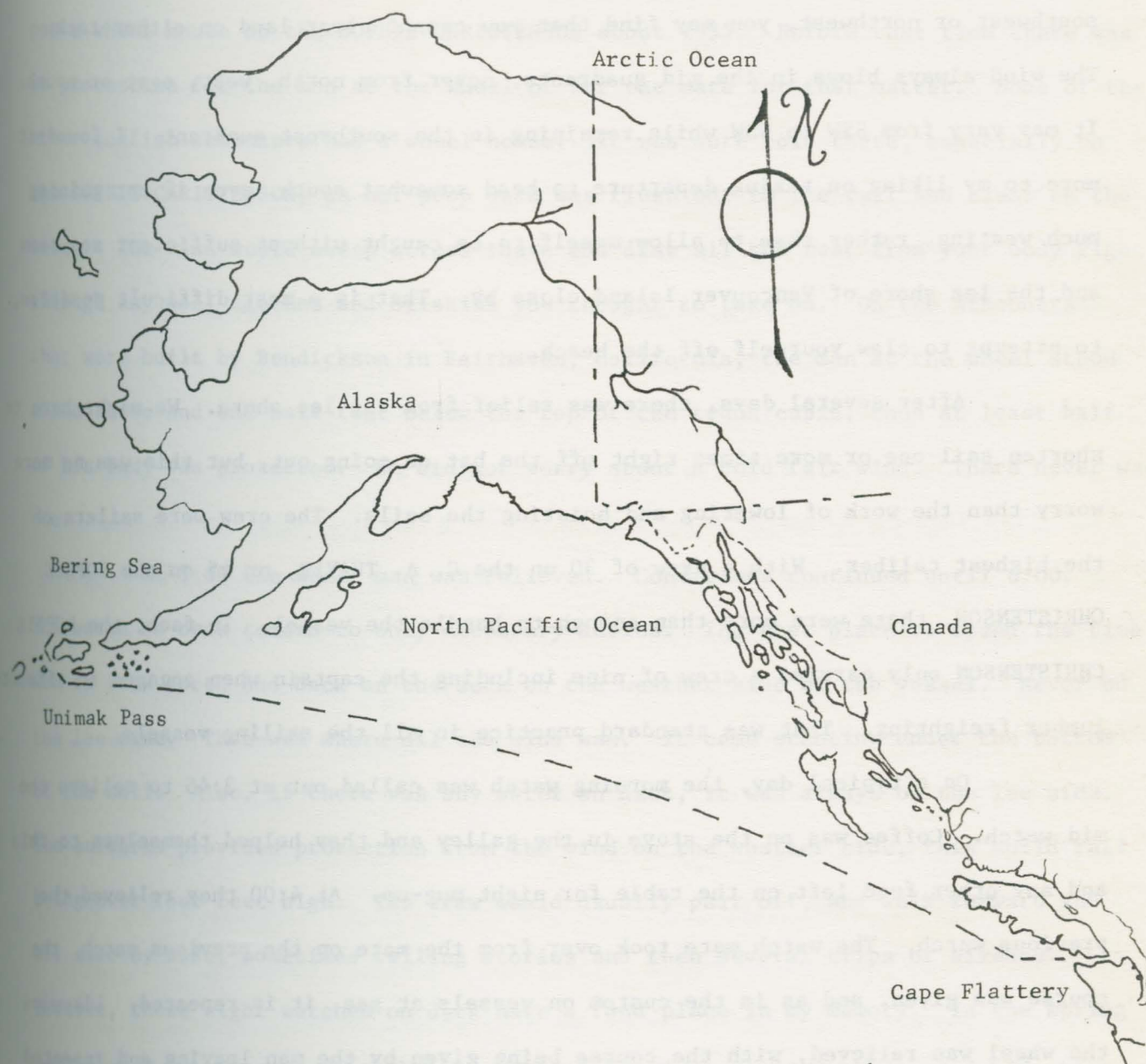
To describe the dishwashing, the sink had two compartments and an attached metal drain board. The sinks were about 15 to 18 inches deep, roughly 18 inches wide by 18 inches long. However, the sides were not straight, rather there was a taper so each compartment was less than six inches wide at the bottom. Thus, considerably less water was required. There was a pipe drain from the bottom discharging overboard. Water was more than precious, we had only so much on board and to get more meant several days lost time. IT MUST NOT BE WASTED OR USED TO EXCESS.

As just stated, fresh water was most precious. There was no shortage of

engaged. Naturally coffee alone is not enough, so the center of the table has bread and butter, jam, any cookies, cake, pie or other pastry that is on hand. Hard tack was also welcome at this time. So, whatever the time, a person could get food and coffee.

Supper being the lighter of the two main meals, was often corned beef hash, sliced cold meat like tongue or corned beef, and many times either boiled or fried codfish. While this was the fish we were seeking, it was also one of the finest fish to ever grace any person's table. Naturally, when we had 50,000 pounds or so of fresh-caught-that-day fish on deck, the ones that went to the galley could be counted on as being nothing short of perfect. At other times, if there were an excess of fresh halibut for bait for the dory fishermen, then the cook was allowed to have one. We always selected a blue one for the galley, as the softer white ones were just as good for bait. Bait came first with the halibut, but it was generally available for the galley two times per week. Many times I have taken a 40 or 50 pound halibut that a fisherman had just caught, and sliced it so the cook could fry it for dinner. While halibut with me ranks behind fresh codfish, a fresh-caught-that-day halibut could easily displace any meat we had to put on the table. It seemed we always had some men making their first voyage on a codfish schooner who stated at the beginning of the trip that "they are not going to feed me fish every day, and maybe not at all". That thought soon left their minds after they tasted fresh-caught fish. What turned them off previously had been poor and old fish they had been served or purchased in the market. So many times this so-called "fresh fish" of the market had already seen better days. I would feel the same way with old fish that should have been dumped.

Sailing Westward Across The North Pacific



The course from Cape Flattery to Unimak Pass by compass is West by South. This seems strange to the novice, but the compass variation, that is, the angle between true north and magnetic north is 23 degrees at Cape Flattery, so actually the true course is more to the north. Our first concern was to gain sea room though, and get away from the land. Vancouver Island was the place most feared. On taking departure from Cape Flattery in a sailing vessel, the situation can be compared to

climbing out of a funnel. If you are lucky enough to have a strong southeaster for the first full day, then you can count your blessings. This will put you sufficient off shore to give a little sea room. However, if the wind is from the west, either southwest or northwest, you may find that you cannot clear land on either tack. The wind always blows in the mid quadrants, never from north, west, east or south. It may vary from SSW to WSW while remaining in the southwest quadrant. I found it more to my liking on taking departure to head somewhat south, even if not gaining much westing, rather than to allow myself to be caught without sufficient sea room and the lee shore of Vancouver Island close by. That is a most difficult position, to attempt to claw yourself off the beach.

After several days, there was relief from the lee shore. We might have to shorten sail one or more times right off the bat on going out, but this was no more worry than the work of lowering and hoisting the sails. The crew were sailers of the highest caliber. With a crew of 30 on the C. A. THAYER, or 45 on the SOPHIE CHRISTENSON, there were more than enough to handle the vessel. In fact, the SOPHIE CHRISTENSON only carried a crew of nine including the captain when engaged in offshore lumber freighting. That was standard practice in all the sailing vessels.

On a typical day, the morning watch was called out at 3:45 to relieve the mid watch. Coffee was on the stove in the galley and they helped themselves to this and any other food left on the table for night mug-up. At 4:00 they relieved the previous watch. The watch mate took over from the mate on the previous watch, the course was given, and as is the custom on vessels at sea, it is repeated. Likewise the wheel was relieved, with the course being given by the man leaving and repeated by the man taking over: "SW x W 1/4W and watch her carefully, do not let her go any to the southard if you can avoid it." It is presumed the vessel is on the starboard tack with the wind in the northwest quadrant. The mate going off watch takes his flashlight and reads the taffrail log, then goes below to enter this on the slate. He also enters the weather, wind direction, sea conditions, and distance made during his watch. Only then could he go forward for a final cup of coffee before retiring.

For the next two hours, the mate on watch would spend considerable time on

the poop deck with the helmsman, depending on how much experience the helmsman has had. When I had the THAYER, there was a pilot house over the steering wheel and this gave great protection, so most of the men on watch spent their time inside. Father put a wheel house on the SOPHIE CHRISTENSON about 1935. Before that time there was no protection for the man at the wheel or for the mate for that matter. None of the other codfish schooners had a wheel house. It was sure cold there, especially on the SOPHIE CHRISTENSON, as her poop deck was flush out to the rail and clear to the stern. The wind would sweep across there and draw all the heat from your body right through any wool clothes and oilskins you thought to take on. On the schooners that were built by Bendickson in Fairhaven, California, the man at the wheel stood about three and one half feet below the top of the trunk cabin, thus at least half of his body was protected. He did not worry about a cold fair wind. There never was one.

At 5:00 the wheel man was relieved. Conditions continued until 6:00. The watch on deck tended to only necessary duties. The best place to spend the time was to walk forth and back on the deck on the weather side of the vessel. Never on the lee side. That was where all the wind was. It came scooting under the bottom of the sail. Also, if there was any water on deck, it was always on the lee side. The bulwarks provided protection from the wind on the weather side, this solid rail being over four feet high. The crew would usually pair off, and walk forward and aft side by side, sometimes telling stories and then several trips of silence. However, these night watches on deck have a fond place in my memory. In the spring of the year it was cold, but the exercise of walking provided the needed body heat. The man at the wheel could not walk, but had to keep his hands on the spokes of that iron wheel, all the time trying not to shiver.

Just before six o'clock the watch went into the galley for another cup of coffee. By now the cook would be up and the fire in the galley stove burning good, the grates having been shaken down and a new charge of coal added.

At six o'clock the wheel was relieved as always, on the hour. Then the mate led his watch crew through the daily chores. Two men were given the task of

taking the ashes out of the galley stove and dumping over the side. Many times the green hands tried to dump ashes over the windward side, only to have same blow right back on top of them. The expression was to spit first. If this came back in your face, you got the message. Always dump ashes on the lee side. Then down into the foc's'le and clean out that stove likewise. Coal was stored under the foc's'le floor, so the hatch was opened and one man went down while the other passed the buckets to him and took the full ones back. The coal box in the foc's'le was filled, then the box on deck outside the galley, and last, that one in the after cabin.

When this was accomplished, these two men would go with the flunkey (assistant to the cook) to the storeroom under the floor of the after cabin for the day's supply of groceries. A sack of spuds, a case of eggs, one or two slabs of bacon, and such canned goods and flour as the cook had ordered. Salt meat was stored on top of the salt in the hold, so they opened a small hatch to gain access to the hold. Generally there would be one open barrel of each kind of meat, so they would take out the amount needed, such as salt pork or corned beef. This salt meat was then placed in one of several barrels on deck just outside the galley door and filled with sea water to soak out the salt.

The day man would also be up at 6:00 and start the deck pump, that is, the one cylinder engine with a belt drive to either the pump or the dynamo for lights. With the pump running, two to three of the watch would start forward on the foc's'le head with hose and brooms for a clean scrub down, working their way aft first on one side of the forward house and then the other. Sometimes the hose was taken into the galley to wash down the floor. It was cement and at times became quite dirty. Food would spill from the stove and other grease accumulate there until the deck became very slippery. If a bad spill occurred during the day, the cook often scattered salt on the deck to reduce the chance of a fall. All of this had to be washed out every day, because the vessel had to be kept clean. The foc's'le had to be swept out as well as the after cabin.

The mate's duty was directed to the vessel itself. He would start forward

with at least one other good sailor. Each halyard was slacked off a few inches, just enough that the portion of rope in the blocks was changed, a throat halyard and a peak halyard for each main sail. Then on the opposite side to the halyard was the purchase tackle for that halyard. This was for the purpose of getting the halyard tighter than possible by hoisting alone. So the purchase would be set up to compensate for what had been let out on the halyard.

A small pot was kept by the mates with beef tallow that the cook had rendered out of corned beef. Into the pot was added a little lubricating oil, just enough that the mixture was not too hard. A swab was made from rags on a stick, and this thrust into the pot. Then the mate would go around to the jaws of each boom, on the lower edge of the large sails, and swab some of this tallow to serve as a lubricant between the jaws and mast. Someone else would be sent aloft to swab the jaws of the gaff likewise and if the day were nice, he would be lowered in a bosun's chair, swabbing the mast hoops along the way. Lubrication was necessary to prevent the mast being worn and a slippery surface ensuing. Tallow was added anywhere else where chafing occurred. At other places, the mate would check to be sure none of the running gear was chafing, as this would wear through a piece of rope in short order.

When the deck had been washed, the pump was switched to the bilge and this was pumped dry. The pump belt was then taken off and the engine switched to running the dynamo to charge the batteries. With a clean deck, dry bilges, galley stove burning with a full draft, things were ready for the day to begin. The man at the wheel sounded the bell every hour according to ancient tradition, two bells added every hour and one added on the half hour, starting from 12:00 noon, 4:00, 8:00, and around the clock. At 7:20 a.m. seven bells was sounded. This was the signal for those still in the bunk to get up for breakfast. Then the cook rang the first breakfast call with his hand bell at 7:30. Second call was at 8:00. It took two settings to feed the entire crew. Everyone ate forward on the codfish schooners not in the deep water style practiced in the freighting trade, where the captain and two mates ate aft. The watch on deck during the morning ate at the second table

while the relieving watch ate at the first setting. You never had a regular meal when you were standing a watch. You always waited until after the watch was over, as you might be called to duty while eating.

After 8:00 a.m., if the weather was other than terrible, the men would slowly begin the work of preparing their own fishing gear for the summer's work. Each fisherman had a dory assigned to him, and if he had been on the vessel last season, he had the same dory. Each dory had a well as previously described, for the outboard motor. The well had a wood enclosure that completely covered the engine. The dory bow also had a canvas covering supported by wood slates called the foc's'le head to keep water out when bucking against a swell. It was usual for the fishermen to want to make changes here and there. The dories stowed on deck were placed bottom up against the bulwarks so if a sea were shipped aboard the schooner, the dory could not fill with water and be damaged. So they were unlashed and righted, allowing the fishermen to work inside. Everything must be in readiness when we reached the grounds.

Some fishermen did other tasks. On each side of the schooner there were at least three jacob's ladders, so the men could climb from a dory to the deck. These were made new each year. The rungs were wood and the verticals were new rope. There were seizings above and below each rung to prevent them from sliding. Also, the dories would be slung from davits when on the grounds. They were hoisted by winch power by means of a bridle from either the mast head or from a boom. On the ends of this bridle were two hooks to engage the strap in the bow and stern of the dory, and in order to use the apparatus, there was a wood pole about 10 feet long attached to each hook, thereby allowing two men, one on each end, to hook this bridle into the dory while standing on the deck of the schooner. These bridles also had to be made on the way north.

Each dory had a small anchor, about a 20 pound size stock anchor. This in turn was fitted with a short length of ten feet of twist link chain, then 100 fathoms of nine thread hard twist rope, called "dory rode". Each dory had a gurdy to heave in the anchor line, consisting of a spindle with four cleats mounted

around the shaft so as to confine the line when being wound in. There was a handle on the top and the whole gurdy was placed in the forward thwart. There was a wood block on the dory bottom to receive the lower end of the gurdy shaft, while the hole in the thwart was fitted with a large ball bearing assembly that had been salvaged from an auto wrecking yard. This made hoisting the dory anchor easier.

So, the fishermen checked out their new rope from the Captain. He controlled everything new. Two men would split a coil between them. This was then carefully wound on their gurdy, because if it came loose, one of the coils might slip down over another and make a tight knot.

The men had to check over their anchor and reattach the length of chain. Possibly one or two new shackles were needed. Also, the anchor might be worn where the cross shank went through the hole in the stock. We had a forge aboard, so this would be broken out and a fire lit. The men were very adept at making repairs, so the anchor was then placed in the fire, heated, and by use of a heavy hammer, the necessary adjustment was made.

Each fish line required a sinker. We called them leads. The forge being out and with a good fire, the men went again to the Captain to get lead which came in five pound chunks. These were placed in a ladle and heated to the melting point. The proper heat was checked by thrusting a folded piece of a sheet of paper from a magazine into the hot lead. If it did not burn or char too rapidly, the heat was right. A wood form of the same shape as the lead was made, and a sheet of paper from a slick magazine was wrapped around and tied with sail twine. The paper was cut off with a sharp knife just below the top of the wood form, then the paper encased form placed in a bucket. While one man held the form, another filled the bucket with salt. When packed, the form was removed, leaving the paper ready to receive the hot lead. The lead was then slowly poured into the mold, allowed to set, and then removed from the salt so another fish lead could be cast. Each dory fisherman required two leads, one for each active fish line. He also needed at least three spares. Those men who fished from the deck of the vessel also required like gear, although not in as large quantity.

Another piece of fishing gear was the spreader. This was made from bar copper 1/2" x 1/8". A length of about six to eight inches was cut off the bar, then bent to form an arc. A hole was drilled in each end and one in the center. A swivel specially made in Seattle just for codfishing was then riveted to each hole. The center swivel was attached to a like swivel cast into the end of the fishing lead. The end swivels were for attaching the gangions with hooks attached. It appeared as though the codfish were very knowledgable about specifically how the fish lines and bait should be put together. If all was not just like that of the best fisherman, you would think no self respecting codfish would bite. Actually I have seen some sloppy gear in the dories and that fisherman seemed to bring in just as much fish as the man with the pattern gear.

There was also the dress gang, so called, as this was the portion of the crew who remained on board the schooner and dressed the fish brought in by the dory fishermen. There were two head men, the chief splitter and the chief salter; the former responsible for those of the dressing crew who worked above deck, while the salter was responsible for the salt curing of the pack. Splitting was done with knives specially made for the job. For years we bought them from J. H. Baxter and Company in Boston. The knives came in a box and wrapped in oil-soaked paper, but without handles. Each man had to make his own handles, so the splitter and the header would find a piece of straight grain pine and whittle out the handle. There was a long spike-like stem on each blade for insertion into the handle. This was carefully fitted, then there was a recess cut into the wood all the way around the handle at the blade end. When all was ready, the splitter took a sheet of paper from a slick magazine and wrapped the handle with this, allowing the paper to extend toward the blade by about one-half inch. He also obtained a small potato from the galley and made a cut so the potato would fit over the knife blade and slide down to the top of the paper. When all was ready, the knife was placed in the salt bucket like the fish lead form. Hot lead was poured into the opening in the paper and filling the spaces around the wood handle, then the potato was slid down to the top of the still hot lead so as to form a smooth surface and most important, to cool

the blade. No way was the heat from the hot lead to be allowed to affect the temper of the steel in the knife! Both splitting and heading knives were thusly made. Each man using a knife in fish dressing wanted to have at least four. Out of this number he would find one to his best liking, one that would not hold a good sharp edge, and the other two usable but not the favorite. It was also necessary to have several, as each handle was different and a change in the grip was somewhat of a rest for the hand when working all day. When the knife was removed from the salt, the paper was first removed, and then by use of a file, the lead was smoothed down to the desired shape. Along the way the knife would be taken into the grip many times to gain just the right feel. These knives were carefully kept by the splitter and taken into the cabin after each day's use. By no stretch of the imagination was a knife to be left on deck where someone else might somehow damage it. It might even fall on deck or be stepped on and break the blade. No way was this to happen.

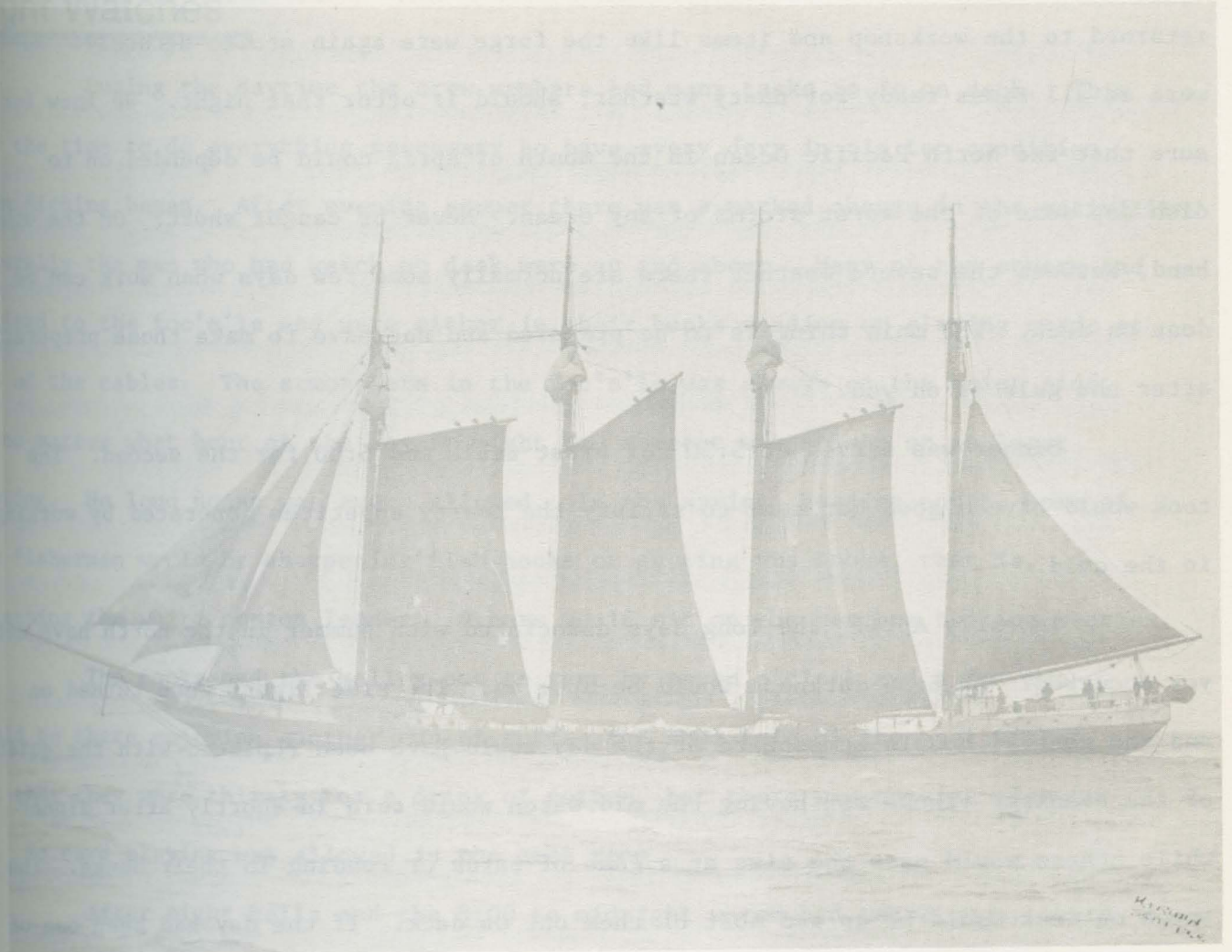
I would like to dwell longer on the splitting knife, as this was a most important tool. Each first class splitter was expected to be able to split at least 6000 fish per day for several days in a row. There were times, especially when we were fishing near the entrance to Port Moller or along the coast northeast from there to a place known as Bear River, where we found very heavy fishing. The codfish were chasing a small fish called candlefish and another called hooligans (ooligans), a smelt-like species. These small fish were on the bottom and even in the sand. Naturally the codfish did not bother to wash the sand off, but ate small fish and sand. Hence, the entrails were loaded with sand. This was dynamite for a sharp knife. The splitters hated the sand because of the damaging effects on their knives. It was impossible to keep these blades sharp under that condition.

All the fish were caught with hand lines. The men came to the Captain and checked out enough skeins of tarred cotton line as necessary for at least four lines. The line was then wrapped on a wood frame called a reel, made from hardwood slats and with a swivel in the middle of the top, so by holding the swivel the line would unwind. These reels had to be made unless the man saved his from last year. The fish hooks were obtained from the Captain, just enough for each man's needs. They were made in Norway and cost money. None were to be wasted. The hooks had a flattened end where the snoot line or gangion was attached with a special knot. Hooks with an eye were not acceptable, as the knot was bulky and as there was at times enormous amounts of large jellyfish in the water, and the tentacles from these would become entangled in the fishline and gangion. If it were smooth, the accumulation of slime could be wiped off. This so-called slime was at times terrible. I have seen a ball of it that was caught in the anchor chain, and when the anchor was being hoisted, there would be a ball of accumulated jellyfish of possibly 10 feet in diameter sliding down the chain, just at the water's surface. It is from this jellyfish slime that the name Slime Bank was derived, Slime Bank being the first area in the Bering Sea where we would fish.

Each hook had to be sharpened with a file, not just to have a sharp point, but so there were two knife sharp edges from the tip of the hook point down to the barb. The purpose was so as to cut the bait, in other words, when the point of the hook was pressed against the bait, this sharp edge would cut through the skin. Otherwise, it was too difficult to get the hook through the bait. I might say the bait was halibut with a skin on one surface so as to have bait on the hook that would withstand catching several fish before it was worn out or otherwise damaged by the teeth of the codfish. It is always necessary to have a neat-appearing piece of bait. So, each fisherman would make up probably two dozen sets of hooks with gangion attached. Then when the fish teeth chewed one, he had a spare handy to slip on the line with no lost time.

By 5:00 p.m., most of the men were ready to call it good for the day. Any

Upper: Schooner SOPHIE CHRISTENSON sailing in semi-rough weather west bound in the spring of the year.
Lower: Schooner SOPHIE CHRISTENSON bucking into a heavy westerly sea.



dory that had been unlashd had to be returned to a secure position. All tools were returned to the workshop and items like the forge were again stowed securely. We were at all times ready for nasty weather, should it occur that night. We knew for sure that the North Pacific Ocean in the month of April could be depended on to dish out some of the worst storms of any ocean. Never be caught short. On the other hand, between the severe weather there are normally some few days when work can be done on deck. The main thing is to be prepared and not have to make those preparations after the gale is on you.

Dinner was served at 5:30 for first table and 6:00 for the second. The cook would have a good hot meal to satisfy the hearty appetites generated by working in the cold.

In early April, the long days associated with summer in the north have not yet occurred. By 6:30 darkness would be upon us. The side lights were turned on and the general hoopla atmosphere of the day would have been replaced with the quiet of the evening. Those men having the mid watch would turn in shortly after dinner while others would pass the time at a game of cards or reading in their bunks. The watch on deck would be up and most of them out on deck. If the day had been one of bad weather, then no work would have been done outside. These evening hours were a good time for the fishermen to file their hooks and attach the white cotton gangions. There were no knots as such either on the hook or the other end. The end that attached to the swivel had an eye spliced into it. The end on the hook had the end likewise spliced. This required untwining the three strands of the cotton line, and by use of a sail needle, threading each strand through the standing part. It was time-consuming, but then there was an almost unlimited supply of time. It was a good time to tell stories while sitting on the benches of the foc's'le doing this work. "Do you remember that time in 1918 when we were in the old CITY OF PAPPETE with Captain McPhee, when. . ." Or some other tale from the past. Fishermen are like all other sailors, long on stories.

Night Watches

During the daytime the crew members had many tasks to do on deck. This was the time to do everything necessary to have every dory in tip top condition when fishing began. After evening supper there was a marked change in the activities. Naturally the men who had watch on deck were up and about. Many of the others had retired to the foc's'le and were either in their bunks reading or playing cards at one of the tables. The atmosphere in the foc's'le was always on the quiet side, as no matter what hour of the day it might be, someone was asleep or at least resting. No loud noise was ever allowed. In the spring, heading north, some of the fishermen would be sharpening fish hooks or genging the hooks, that is, attaching the white cotton leader. Others would sit on the benches telling stories.

The cooks had the galley put to rest by seven o'clock and a few men would be there enjoying another cup of coffee and some tale of the past winter. Not that they were thirsty for a drink of coffee, but there was nothing else to do. No card playing was allowed in the mess room.

After eight bells and the 8:00 to midnight watch had taken over, there was a different serenity about the deck. By then it was dark and the best place to be at night if you are on watch is on deck. Then your eyes will become accustomed to the minimum light and you will have no difficulty moving about. However, after a trip to the galley, it will take up to fifteen minutes before your night vision returns. Should the mate need help someplace, those whose eyes are not yet adjusted stumble all over the place, tripping on everything on deck.

So, stay out on deck and then enjoy nature. After the end of the 1935 season Father had a pilot house constructed on the poop deck of the SOPHIE CHRISTENSON with enough room inside for most of an eight man watch to sit on something, including the steering gear housing box and the raised hatch to the lazarette. By so doing there was shelter from the wind and a good place to pass the time. No stove was included in the furnishings, as who needs heat on a cold night? It is better to take on enough clothes, then you are dressed to go on deck should there be a need.

My favorite place to spend the time was walking forth and back on the weather side of the main deck. Strange as it may seem this is the side with the least wind. The lee side has all the wind spilling out from under the sail and whatever sea water is on deck is always on the lee side. So, we walked in pairs, forward and aft, up and down, or back and forth, whichever you choose to call it. There is no engine noise to jar the nerves, only the creaking of the rigging and sails as the vessel rolls. It takes only a few days before everyone has his sea legs, so the motion of the deck first sloping to windward and next sloping farther to leeward is all taken in stride.

More fish were then being caught in the stories that were told, and we would recall the good times last year when we were anchored off Port Moller or way out to the westward on the Middle Grounds. The fishermen were bringing in more cod than the dress gang could handle. Then the Captain put all of the fishermen on a limit, each man being allowed only so many fish per day. We would dream of finding the same school again, and contemplate the long hours of work and tired muscles. Which year was it when the WAWONA had to leave right when we had the best fishing and take one of the men to Dutch Harbor because of an injury? We felt sorry for them and the time lost, but were glad it did not happen on our vessel. There was always some form of rivalry between the various vessels and most especially those belonging to the other companies. Then old Charlie recalled the memory of that game of cribbage with four players, when the opponents were double skunked. Possibly we were also double skunked at another time.

Many were the stories of a night on Howell Street in Seattle spent with the girls. These men worked hard for the money they received, but when it came to spending money, all they asked for was a good time. Most of the men would be broke after two weeks ashore, but no matter, they had the memory. Being rolled in some alley did not leave the bad memory one might expect. Then there was the time old Slippery Tom got his name. He had been caught by Big Mike, the Seattle Bull (policeman) and was being held by his coat collar at the corner of Yesler and the alley between Second Ave. South and Occidental Ave. While Mike was calling for

the wagon, Tom slipped out of the coat and made off down the alley minus that outer garment so essential on a cold winter night. Mike was a big man and not to be made fun of by anyone, most especially another member of the police force. Should the Black Maria arrive and Mike be found without some reason for calling same, he would be the laughing stock of the force. There was a small gathering of men nearby who had been in one of the local joints, and they were feeling no pain. One poor fellow became the fall guy as Mike's enormous hand fell on his shoulder. There was no escape from the grip, and the others were let in on the word that it would be better for them to be elsewhere when the wagon got there and it was only three blocks to the jail, so time was of the essence. The group departed that area post haste, while the one poor small fellow was held captive and later escorted into that famous vehicle so familiar to that region of the city. No one knew his name or how he made out with the judge the next morning. All any of the fishermen remembered was Slippery Tom.

So we walked along the deck and enjoyed the sight of the tough seas on the weather side of the vessel and how at times we can look over her rail and find the horizon blocked by a large swell. The moon is in the last quarter and only now and then does it show through the clouds as they scud past. Still it is back and forth, the deck is relatively smooth but here and there an old ring bolt put there years ago to hold a water tank or other object caused us to alter the straight track we were walking. Occasionally when we forgot, one of our toes would come in contact with an immovable object. The rubber boots we wore provided little cushion when contact was made with these objects. How many times we have discussed painting all the ringbolts white so they would show up in the faint light! Still, night after night we stub our toes on them, less often as their location becomes more firmly fixed in our minds.

Now there is the story being told by old Ben Shannigan about the time he was a dory fisherman on the halibut schooner KING AND WINGE. It was a stormy night in Lynn Canal. The PRINCESS SOPHIA had departed from Skagway just before midnight on October 22, 1918, and four hours later had struck Vanderbilt Reef. The vessel

was hard aground on the rocky shoal with 268 passengers and 75 crew members on board. The KING AND WINGE was alongside before daylight and made the offer to remove all the people the stout little fishing vessel could carry. Capt. Louis P. Locke on the large passenger vessel declined the offer, suggesting it was too dangerous in the dark to transfer people by the dories. So the KING AND WINGE took shelter behind Benjamin Island. The U.S.L.H.T. CEDAR arrived at the site the next morning but the large passenger vessel was high and dry, clear out of water at low tide. The KING AND WINGE remained in the shelter where the CEDAR also waited more favorable conditions. Late in the afternoon the CEDAR received a wireless message that the passenger vessel was slipping off the ledge. Both CEDAR and KING AND WINGE returned to the open waters of Lynn Canal and ran out their time in a blinding snow storm. When they reached Vanderbilt Reef, it was dark and the PRINCESS SOPHIA was nowhere to be seen. With daylight several hours later, both vessels found the masts of the PRINCESS SOPHIA projecting above water, but the only evidence of people were the bodies floating in the sea. KING AND WINGE retrieved many bodies and took them to Juneau. So the story was told over and over of that frightful night years ago when Ben Shannahan was there, as a dory fisherman on the KING AND WINGE. Ben was an Irishman through and through, and was quite a man, being a genuine dory man of the finest kind. In his lifetime he spent fifty seasons in a dory. Some record! He began fishing in Gloucester and was one of a group of men that came to Seattle about 1914 after a trip by Capt. J. J. Kelly to that city to recruit fishermen for the Bering Sea codfishery of the P.C.C. Co. He was an enormously powerful man weighing well over 220 pounds and standing nearly six feet tall. He had only one eye, the other one had been lost during a barroom brawl over who belonged to some chick. How the other man looked after the fight was a question never answered, but we all figured that if Ben lost an eye the other men fared much worse. Ben also had false teeth when I knew him on the SOPHIE CHRISTENSON. I can recall many times as he came over the rail after he had pitched his fish from the dory to the deck, he took his false teeth out and rinsed the snuff off them in the barrel of salt water for soaking the split cod, then took a handful

of the water into his mouth to rinse it out, spitting out the remnants of the snuff. Then the teeth were given a good shake to remove all surplus water before being reinserted into his mouth. He was quite a guy.

As we continued to walk the deck telling stories, the man at the wheel struck the bell for the next hour, whether it be 9:00 with two bells, 10:00 with four bells, or 11:00 with six bells, it was time for a change of wheelman. Someone would go aft to relieve the former helmsman and we might all go back into the galley and mess hall for another cup of coffee. So went the hours of the watch. They were happy times, especially those night watches during the trip home after the end of the fishing season and the hold was full of salt cod. Then we all knew we had accomplished a good season's work with the prospect of spending the money when we reached port. Further, during the return portion we were "running our easting down" and this was most often with fair wind. The Pacific Ocean in the latitude where we were has prevailing westerlies, however, during the month of August there are more frequent northwest rather than southwest winds, the former having predominately clear skies and dry conditions, whereas the southwest tends to produce more fog and rain.

On the SOPHIE CHRISTENSON, Father had old Harry Oosterhuis in the crew as the night watchman on the fishing grounds. When we were sailing to and from the fishing banks, he took charge of the galley at night and saw to it that the coffee was always hot and somewhat fresh. He also assisted the cooks in the morning with breakfast, having among other things cleaned everything up and set the table before the cooks were called. Well, this one fall trip home, Harry found a one pound can of vacuum packed coffee in his room the day we cleared Scotch Cap at the south entrance to Unimak Pass. Well, needless to say, that night Harry had to make a small pot of coffee using the extra special ground coffee from the new found can. Naturally all of the crew had to come in for a taste of that wonderful brew, it being so much superior to that the cooks made from the coffee supplied to the vessel in 20 pound cans by the grocery house in Seattle. Boy, was it good to have the evening cup from this small pot! I think the brand was Hill's Brothers.

The next night Harry made another pot from the Hill's Brothers can and this went on all the way home, that is for at least three weeks. Many nights Harry had to make two or three pots from the one pound can. No one ever raised the question of how one pound of coffee could go so far. The secret was that every morning Harry filled the Hill's Brothers can half full from the ship's store coffee. Harry was a great fellow and added to the pleasure of the voyage. Without people like him along to keep life on the happy side, the trips would have been far less enjoyable.

One morning just prior to first light we were approaching Vancouver Island on the way home, but still at least one hundred miles off shore. Dempsey was captain and Harry was on the poop deck at the time. Suddenly Harry sang out, "light on the port bow". We all immediately glued our eyes to the light, as there was nothing else to do anyway. The light grew brighter very rapidly as the vessel closed in on us until we became worried if they would run us down. A sailing vessel is quite helpless to get out of the way of a steamer and has to depend on the larger powered vessel obeying the rules of the road and giving the sailing vessel the right of way. Well, this did not last more than possibly two minutes before it became evident that the large steamer was in fact the upper limb of the new moon as it was rising in the east. For a few minutes at least, we had that helpless feeling, and then a good laugh. So goes life on the ocean.

During the eastward portion of the voyage in the fall, there was the most pleasant time during the night watches just to be there with those tall masts, especially on the SOPHIE CHRISTENSON with her top masts and top sails, those four tall poles with all that canvas up there, all in a straight line or straight plane of the masts and sails as they swayed back and forth across the sky. The clouds were the backdrop with the tips of the masts and sails sweeping across the sky. Sails full and only the creaking sound from the blocks and rigging being strained; this was nature at its finest. No painting could every capture the beauty and many are the people who have paid good money to spend time on a sailing vessel for a vacation.

All this time, night after night, the crew spent the hours in quiet conversation, one with the other, enjoying the beauty and camaraderie. Many of the fishermen were from the Scandinavian countries and had literally grown up on the water. They had a weakness, however, and that was for the white lightning. This one item was the downfall for most of them when ashore. They could not resist it, with the result very few could find steady work ashore. Probably this one fact accounted for them following the sea and fishing. Here they were away from the alcohol for months at a time and could enjoy life, hard as it was at times. On shore there was only the one life style, that of consuming more alcohol than they could handle. They knew this and accordingly sought work away from it. Many of the men also found work in the logging camps during the winter. Here the same conditions prevailed, no liquor on the job, but every so often they would take a trip to the big city where all savings were spent within a few days, then back to the camps. Many logging camps shut down during the summer season during the days we fished codfish because of the fire hazard. Therefore, by logging during the winter and fishing in the summer they had steady work, a steady place to live and eat under well regulated conditions set by others. This suited the life style of many very well. Accordingly, the small talk between the men concerned logging also.

Ocean Navigation

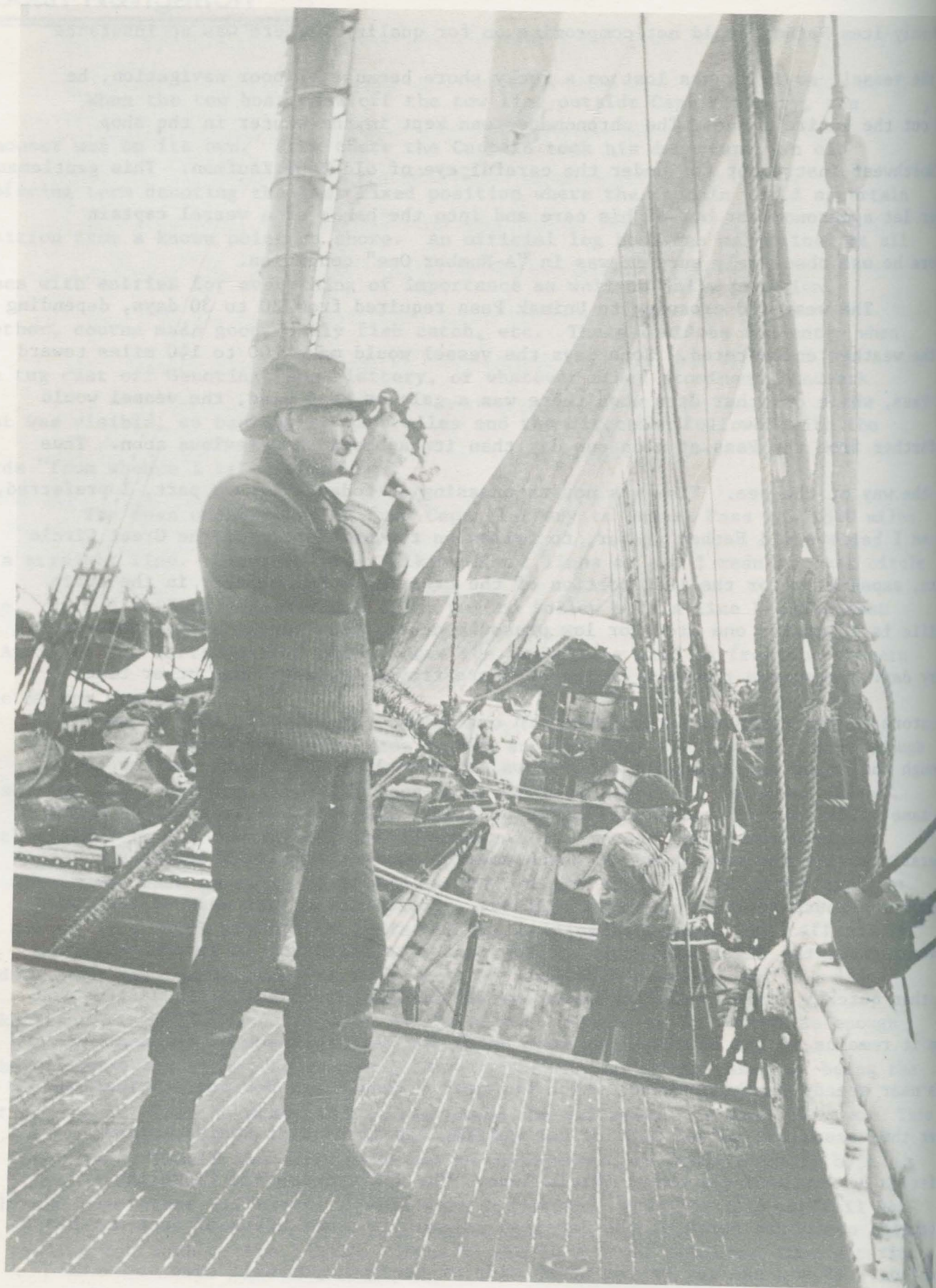
When the tow boat cast off the tow line outside Cape Flattery, the schooner was on its own. From there the Captain took his departure, an old seafaring term denoting the last fixed position where the captain could ascertain position from a known point on shore. An official log book was maintained at all times with entries for everything of importance as well as daily position, weather, course made good, daily fish catch, etc. There would be the entry when the tug cast off denoting Cape Flattery, or whatever other prominent landmark that was visible, as bearing so many miles and the direction followed with the words "from whence I take departure".

The open ocean crossing from Cape Flattery to Unimak Pass was 1800 miles in a straight line. Naturely when talking about lines at sea I mean a great circle line. With a sailing vessel there is no way to follow such a line heading west in April on the North Pacific Ocean where the prevailing wind is from the western side of the compass.

Daily observations were made on the sun whenever the sky was clear enough to see the sun. Morning sight for longitude and noon sight for latitude, then another sight in the evening or late afternoon for a second longitude position. The watch mate made an entry on the slate kept on the table of the after cabin at the end of each watch giving the course he was holding, the wind, the taffrail log reading, and sea conditions. At noon each day the Captain worked out his dead-reckoning position from the entries on the slate. Should he be fortunate enough to have a good sun sight, he compared these. The sun sight was taken as being the most accurate. Then he attempted to reconcile the difference between the two. This was important. Should the compass be out of adjustment, it would show up by a daily and consistent difference in the same direction. Possibly the taffrail log was reading too much or too little. When he was in a tight position like entering the approach to Unimak Pass with no good sun sight for several days, then he wanted to rely on the deadreckoning as being correct.

We did have one very accurate chronometer on board. This was probably the only item Father would not compromise on for quality. There was no insurance on the vessel, so if it was lost on a rocky shore because of poor navigation, he was out the entire value. The chronometer was kept in the winter in the shop of Northwest Instrument Co. under the careful eye of old Paul Kaufman. This gentleman never let a chronometer out of his care and into the hands of a vessel captain before he was absolutely sure it was in "A-Number One" condition.

The westward crossing to Unimak Pass required from 20 to 30 days, depending on the weather encountered. Some days the vessel would make 100 to 140 miles toward the Pass, while on other days when there was a gale or head wind, the vessel would be farther from the Pass at noon one day than it had been the previous noon. Thus was the way of the sea. Time was not as pressing as today. For my part, I preferred, and so I believe did Father prefer, to follow on the north side of the Great Circle route, especially for the last portion of the crossing. The weather in the North Pacific is generally one storm or low pressure center that passes to the eastward every day. Sometimes the rate of low pressure travel is faster and other times the storm center seems to become stuck in one place. At any rate they do go through and as we all know, the wind blows counter-clockwise around the low center. The same holds true if you are living in Seattle. The storm centers or low centers generally strike the west coast of North America along the British Columbia coast or even the southern tip of southeast Alaska. For a vessel just west of the coast of Washington, the first wind from the low center to reach you is in the southeast but then quickly hauls to the southwest as the center passes north and east of you. Then it remains in the southwest or west until the near approach of the next low, thus near steady southwest winds which are nearly dead ahead for our destination. After the vessel has gained most of her westing and is west of Kodiak Island, I prefer to be north of the Great Circle line. The low centers are traveling from a location somewhere north of the Hawaiian Islands in a northeast or east-northeast direction. If you can get on the north side of the low, you will come out with northeast winds which are fair winds for where you are heading and they tend to last



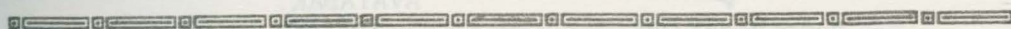
much longer than the southeast winds experienced when south of the center. Also, I have found that when we had the southeast fair wind, we were bucking into an old heavy southwest swell. This was the weather condition that resulted in damage being done by large seas being shipped on board. When more to the north, I have found the head sea was not nearly as bad. The northeast or northwest wind was blowing off land. There was not the reach of the thousands of miles that allow a sea buildup from the southwest.

The approach to Unimak Pass brought great anxiety and nerve-wracking pressure on the captain. This entrance between the stormy North Pacific Ocean and the likewise stormy Bering Sea is fourteen miles wide as measured between Scotch Cap light on the southwest point of Unimak Island and the eastern edge of Ugamak Island. The latter small island is one enormous rock about one mile long by half a mile wide. There are three peaks, and the Coast Pilot lists the easternmost one as 1053 feet elevation. It is most dangerous and for years has been known among cod fishermen by the name "The Mug", or "Ugly Mug". Take your choice. The name is fitting.

Unimak Pass has deep water close to shore so the full width between the shores is available for a vessel. There are no underwater obstructions.

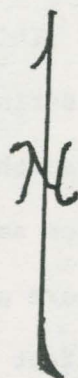
The approach from the Pacific is quite easy with a steamer, just steam up along the Unimak Island shore several miles off the beach and go on through. Not so when your only power is the wind. It is easy to find yourself caught in the bight with Unimak Island on the starboard side and Sanak Island astern. If the wind should haul to southwest, you cannot make it through the Pass, nor can you clear Sanak to get off shore, so it becomes necessary to sail close to shore and anchor in Unimak Bight. Then comes the moment of being uncomfortable. Will the anchor hold? How hard is it going to blow? How do I get out of here? How did I get here in the first place?

On approaching Unimak Pass in a sailing vessel, there is generally the question of "how good is my position?" There may have been nasty weather for



Father taking a site on the sun on the poop deck of the SOPHIE CHRISTENSON with Harry Oosterhuis in the background also using his sextant to observe the sun.

BERING SEA



Cape
Sarichef

Sennet
Point

Scotch
Cap

Unimak Pass

Akun Head

Billings Head

Fathometer Reef

UGAMAK ISLAND
(Ugly Mug)

TANGINAK ISLAND

Ugamak
Strait

TIGALDA ISLAND

Derbin

Strait

AVATANAK
ISLAND

Rootok
Strait

Avatanak
Strait

ROOTOK ISLAND

Strait

Lost
Harbor

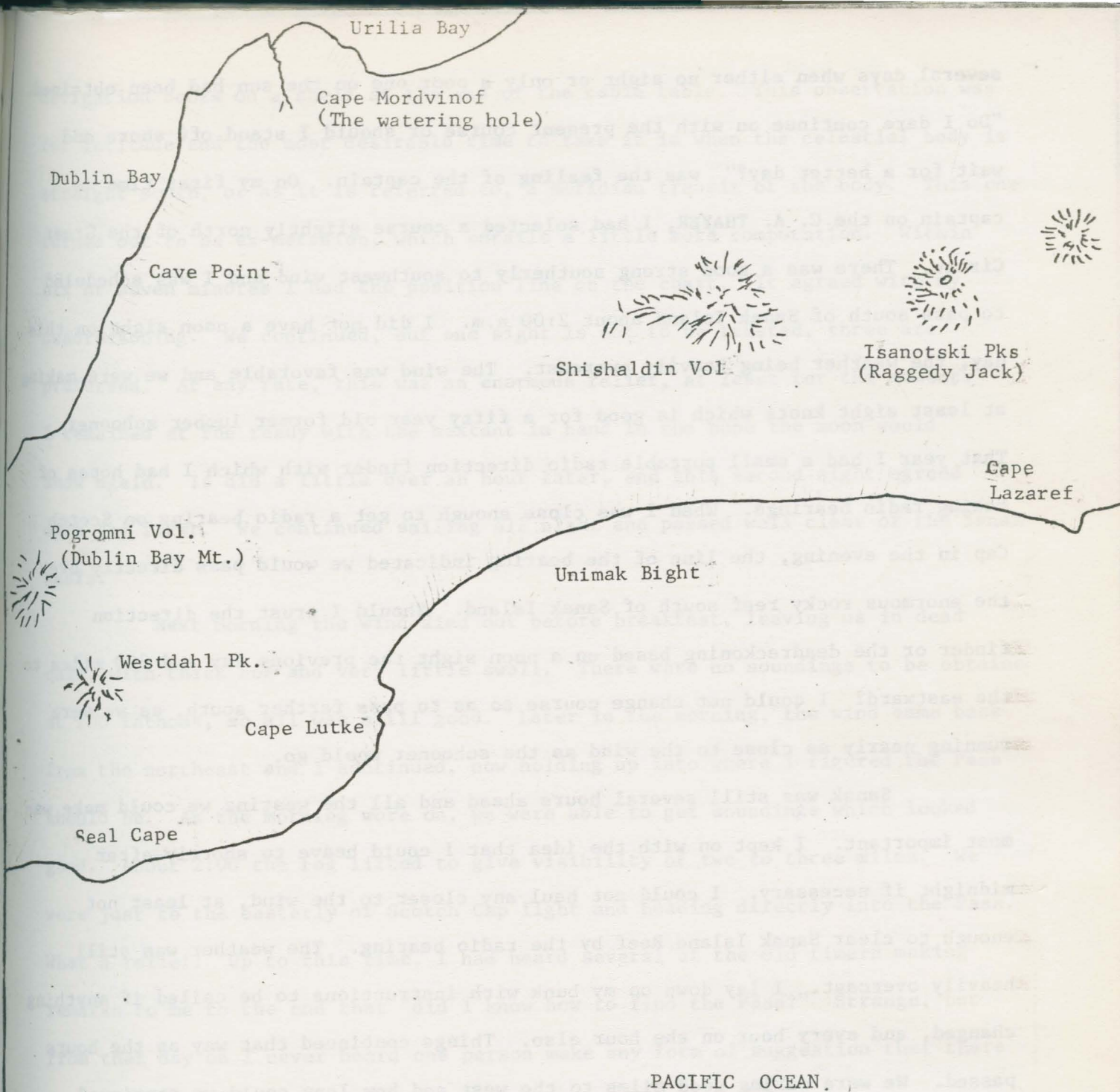
AKUN ISLAND

Akur

Akutan Bay

Akutan Hbr.

AKUTAN ISLAND



several days when either no sight or only a poor one on the sun had been obtained. "Do I dare continue on with the present course or should I stand off shore and wait for a better day?" was the feeling of the captain. On my first time as captain on the C. A. THAYER, I had selected a course slightly north of the Great Circle. There was a good strong southerly to southwest wind and I was scheduled to pass south of Sanak Island about 2:00 a.m. I did not have a noon sight on this day, the weather being heavily overcast. The wind was favorable and we were making at least eight knots which is good for a fifty year old former lumber schooner. That year I had a small portable radio direction finder with which I had hopes of taking radio bearings. When I was close enough to get a radio bearing on Scotch Cap in the evening, the line of the bearing indicated we would pass directly over the enormous rocky reef south of Sanak Island. Should I trust the direction finder or the deadreckoning based on a noon sight the previous day and 300 miles to the eastward? I could not change course so as to pass farther south, as we were running nearly as close to the wind as the schooner would go.

Sanak was still several hours ahead and all the westing we could make was most important. I kept on with the idea that I could heave to shortly after midnight if necessary. I could not haul any closer to the wind, at least not enough to clear Sanak Island Reef by the radio bearing. The weather was still heavily overcast. I lay down on my bunk with instructions to be called if anything changed, and every hour on the hour also. Things continued that way as the hours passed. We were making good miles to the west and how long could we continue? Then just after 11:00 Pjoiken, who was the mate on duty, called me to say that it looked as though the moon might poke through. I had the sextant always ready and was on deck with that instrument and the stopwatch. After ten or fifteen minutes of watching the clouds thin and again completely cover the moon, she popped through for a few seconds. I was ready and got one sight. Fortunately when the moon came out the horizon was also clear and visible, otherwise I could not take the altitude.

Figures and numbers are not difficult for me. I had all the necessary

navigation books on a shelf at the end of the cabin table. This observation was for latitude and the most desirable time to take it is when the celestial body is straight south, or as it is referred to, a meridian transit of the body. This one turned out to be ex-meridian, which entails a little more computation. Within six or seven minutes I had the position line on the chart. It agreed with my deadreckoning. We continued, but one sight is not to be trusted, three are preferred. At any rate, this was an enormous relief, at least for the moment. I remained at the ready with the sextant in hand in the hope the moon would show again. It did a little over an hour later, and this second sight agreed with the first. We continued sailing all night and passed well clear of the Sanak Reefs.

Next morning the wind died out before breakfast, leaving us in dead calm, with thick fog and very little swell. There were no soundings to be obtained at 100 fathoms, so all was still good. Later in the morning, the wind came back from the northeast and I continued, now holding up into where I figured the Pass should be. As the morning wore on, we were able to get soundings which looked good. About 2:00 the fog lifted to give visibility of two to three miles. We were just to the easterly of Scotch Cap light and heading directly into the Pass. What a relief! Up to this time, I had heard several of the old timers making remarks to me to the end that "did I know how to find the Pass?" Strange, but from that day on I never heard one person make any form of suggestion that there was any doubt of where I said we were.

This time the wind then hauled into the southeast following along the shore and through the Pass. It turned out, as bright sunshine, to be the most favorable conditions I have ever experienced when making this transit in a sailing vessel, and I have passed through this nasty hole seven times each direction under sail and probably twenty-five times each way on the NORDIC MAID, the 148 foot crab trawler I had later. We continued on into the Bering Sea that afternoon, and headed on up to the northeast and anchored on the fishing grounds before dark.

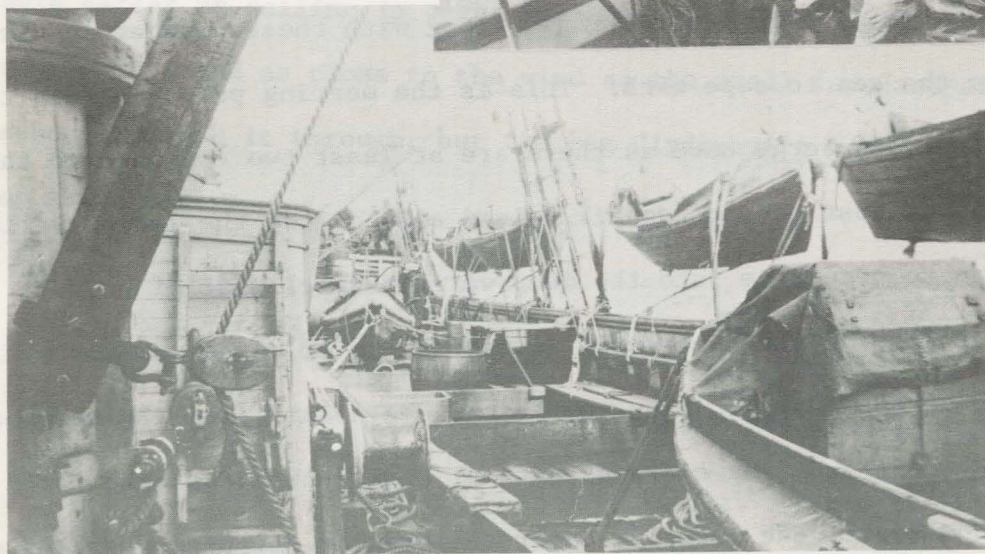
Now back to the approach to Unimak Pass on less favorable times. The most general approach is from the south or south-southeast. Westerly winds are the most frequent, so the desirable position is enough to the west that you can clear Scotch Cap on the lee side, to starboard, with something to spare. If it is thick fog when making the landfall, and this is frequent, the hours become nerve-shattering. Ugly Mug has deep water right up to the shore so it is not possible to tell distance off by taking soundings. While the water is not too deep for anchoring in the Pass, you cannot get through with the anchor on the bottom. Then there are strong tidal currents through all the passes. Currents of five knots are normal. However, the strongest current is from the Pacific Ocean through Unimak Pass and into the Bering Sea. This is more than frustrating when making the passage the other way, from the Sea to the Pacific.

Many gray hairs have been grown while making this passage, but to the best of my knowledge, there has never been one codfish schooner lost here. With the square riggers serving the canneries of Bristol Bay, it was a different story. The STAR OF FALKLAND was lost on Akun Head in the spring of 1928. She was in company with several codfish schooners, all waiting for the wind to shift enough so that they could get through. In the evening of May 22, 1928, there were several vessels on the south approach, including the STAR OF FALKLAND and the CHARLES R. WILSON under Captain J. J. (Codfish) Kelly. Of course, the schooners were better at sailing in tight quarters and close to the wind. The square rigger could not stand as close to the wind as the small fore-and-afters. All the schooners made it through, but the big Clyde-built Packer wound up on the rocks of Akun Head.

First Anchorage

In order for a sailing vessel to transit Unimak Pass, as stated earlier, there must be a favorable wind to bring you to the entrance. Once there, the task is by no means over. I have seen the wind change drastically once north of the line from Scotch Cap to Ugly Mug. The effect of the mountain range on the weather is drastic. We see the effect in the Seattle area that both the Olympic Mountains along the coast and the Cascade Range farther from the ocean make on our weather. The mountains in the Aleutian Chain likewise alter the weather pattern. When a vessel is in one of the passes from Pacific to Bering Sea, you are actually right in the middle of a mountain range.

The wind will bounce off one mountain and strike the vessel from the northeast direction for perhaps five minutes, then just as suddenly, stop and reappear from the west. This will not last, but the vessel is soon experiencing a wind from the south, or east. I have seen the wind change six or eight times within the short span of one hour. Each time the sails have to be retrimmed, possibly hauled across ship, putting the vessel on the other tack, and all the while the helmsman must seek a course for each squall that will take the vessel closer to the Bering Sea. The transit in the fall from the Bering Sea to the Pacific Ocean normally is not plagued with baffling wind directions, although there are other problems just as frustrating. Along with these changes in the wind, there is also the sea to cope with. This is the meeting point between two oceans. Several passes converge here as there are at least two openings to the Pacific, the one on the west side of Ugamik Island also allows the large swells of the Pacific Ocean to penetrate into the deep water channel west of Unimak Island called Unimak Pass. Thus the vessel is exposed to at times violent swells from all the points of the compass. You may ship a sea aboard from the starboard forward rigging, the next from the stern direction, coming aboard at the port spanker rigging, then to dip the bowsprit under followed by shipping a small sea over the stern. I have never seen these as ultra dangerous, but rather very annoying.



Once you are far enough to the northwest that you can stand northeast and clear Cape Sarichef, all is well. This point on the northwest corner of Unimak Island and the northern obstruction on the east side of the pass has deep water close to shore, so that it can be passed close by when a steamer is under your feet, but with sail power, it must be given a wide berth of at least five miles.

The bottom is very rocky near Cape Sarichef, to the point that anchoring is not recommended, as the anchor may snag in the rocks, in which case you have to cut the chain or open a shackle to get free.

At any rate, the codfish schooners always managed to round Cape Sarichef safely. The first place where codfish have been caught in quantity is known as Dublin Bay, the bight of a bay between Cape Sarichef on the southwest and the western side of Cape Mordvinof. There are several landmarks used by the codfishermen to distinguish the various anchorages. The first one and the westernmost is known as anchoring "under the light" or in about 30 fathoms with the light bearing slightly west of south. Then on the other side of Dublin Bay is Cave Point, shown on the chart as such, and next to the northeast, Billy's Bluff, not so indicated on the chart. At times in past years there have been plentiful supplies of large fish in the spring. In the early days of the Pacific Coast Codfish Co. the fishermen were paid for their individual catches by the count of fish delivered on board. Then when the fish were weighed out, the total load of fish when divided by the number of fish gave the average weight. For a cargo that weighed out over four pounds average, cured fish, the price was the agreed amount. For smaller fish a considerably lesser amount was agreed, while for larger fish a greater price per fish, hence the desire for large fish.

No sooner than the anchor was down and the sails all made fast, then some of the men had a line over the side. We had several barrels of salted

Upper: The mountains of Unimak Island viewed from the Bering Sea side in Dublin Bay. Middle: Fishermen securing the dories in the davits. Lower: The Port side of the deck with the dories in davits and checkers in place on the deck to keep the fish from sliding around with the rolling of the vessel before they are dressed.

herring specifically ordered for bait. This was not the good herring used for pickled herring that we also had. Whatever fish were caught on the first few hours were destined for the galley. If the hour was too late for supper that day, the fish were dressed anyway and cooked that night. This was the occasion for the feast of the beginning of the season, so to speak. It was also the signal of what could be anticipated from the dories when they were launched for the first time.

The entire area of Dublin Bay was rocky and several of the dory fishermen could be anticipated to lose an anchor if the vessel remained there for several days. This rocky bottom was a fear of the old time schooner captains. The codfish schooners originally had been built for the lumber trade on the west coast of the U.S. For anchor gear the builders had most often provided two hause pipes, one on each bow. They were fitted with stock anchors, that is, the type of anchor seen in pictures where there is a large cross arm sideways to the main hook. This anchor would not fit in the hause pipe and it was necessary to hoist the anchor to the water's surface, then by use of a so called fish tackle, to hoist the anchor to a place for lashing on the catheads. This was not satisfactory for codfishing where the anchor was hoisted or weighed every time the vessel moved, but always at sea. The anchor had to be of the patent or navy type so it could be hove tight into the hause pipe opening and also because with the stock anchor, the chain or cable would wrap itself around the upright anchor fluke, thus fouling the anchor and rendering it in a condition where it would no longer hold the vessel. So the codfish schooner owners installed a new larger hause pipe to hold the anchor, but did not change the windlass. As originally furnished, the vessels had only one shot of chain per anchor, that is fifteen fathoms. From there on the vessel had cable-laid rope in the amount of up to 200 fathoms. For a lumber schooner all the anchoring was done in harbor, while the codfish schooners anchored in the ocean. Well, this rope anchor line was wrapped three times around the windlass drum and the slack taken on deck. The rope was subject to chafing on the bottom, and the long length allowed the

captain to cut portions off as necessary, should wear occur. However, to heave anchor was more than a task. The drum was relatively small and the rope was more than stiff as it came out of the water. The crew kept at least one barrel of ashes to pour on the windlass to prevent the rope from slipping on the drum.

Oscar Franson told of one time when he was in a vessel anchored in Dublin Bay shortly after the turn of the century. There was a hard southeast gale blowing for the day. The Captain, I do not recall his name, was concerned about the condition of the anchor cable, for should it chafe off, the vessel would go adrift, necessitating the setting of sail. Well, after supper he called out the crew and they hove the anchor home, by hand power of course, as this was before they installed gas engines to power the windlass. All was in good order, so the anchor was immediately dropped. Everyone felt secure for the night. Within two hours the roll of the vessel was different and on examination, the vessel was dragging. The cable had come in contact with a sharp rock that had cut it off. Now they had to hoist the cable back without the anchor, make sail, and then break out a spare anchor and shot of chain, fish it into the hause pipe and then begin the most difficult task. . . make a splice in that wet stiff cable-laid rope. Until all of this was complete the vessel could not be anchored again. Spare anchor in the opposite hause pipe? No such luck. That anchor was for harbor use only, a stock anchor with less than fifty fathoms of chain and cable combined.

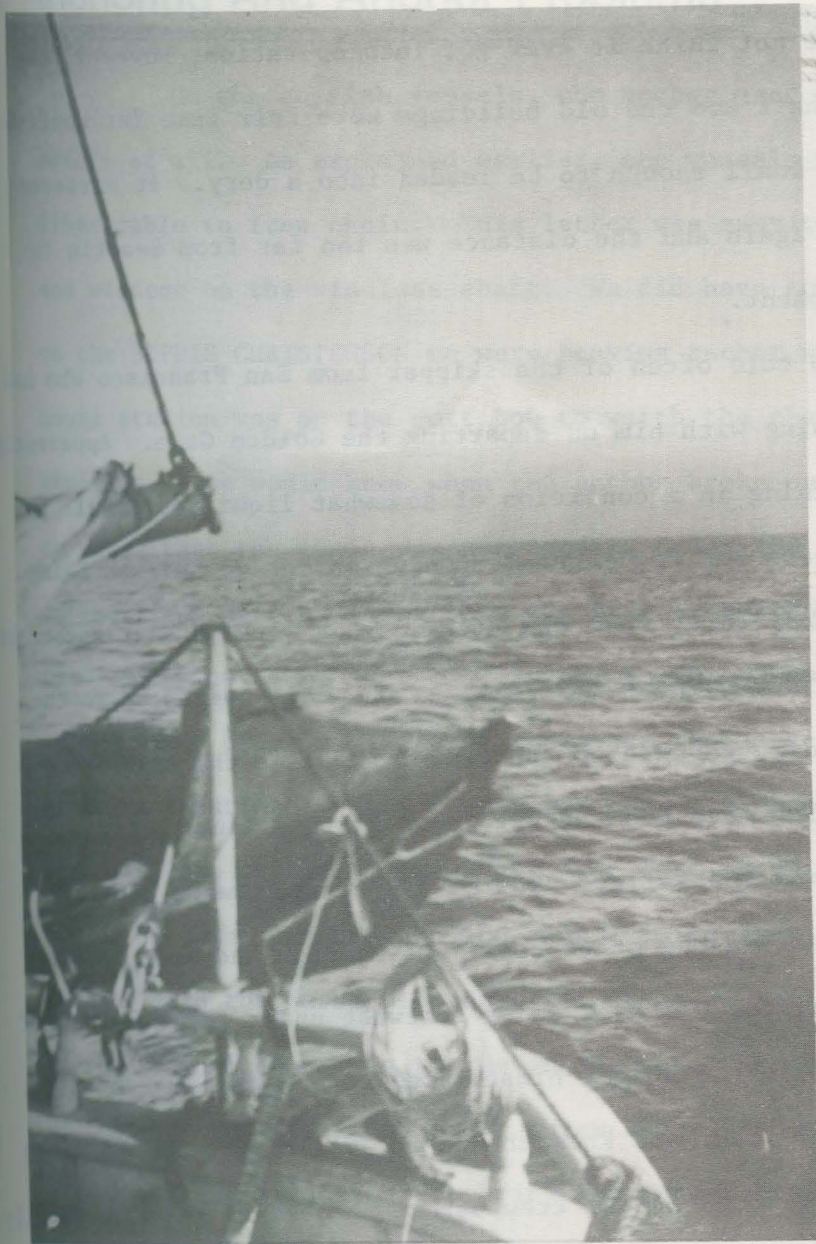
Many of the schooners went directly into Lost Harbor on the west side of Akun Island and in the entrance to Akutan Bay to make final preparations before starting the fishing. There was good anchorage there on sandy bottom. No great difficulty was encountered in sailing into the bay, although I never went in there in all the years I was on a codfish schooner. Here the vessel was in a good shelter and the crew could take one or two days to rig out all the dories, that is, to take them from where they were stowed for the voyage north and hang them from the davits.

Some dories were stowed in the hold and others were on skids between

the forward house and the fore rigging. At times others were stowed on top of the after house. All had to be moved to a location where each could be launched with minimum effort. All the fishing gear had to be stowed in the dory, including the engine. Then all the engines were run to try them out. It did not matter that there was no cooling water, they were just tried out for a few moments.

Then there was the deck gang under the direction of the splitter. A splitting table had to be rigged on each side and the location was the main rigging for a three mast vessel and in the mizzen rigging for a four master like the SOPHIE CHRISTENSON. This consisted of the table proper and the heading box with a space of about two feet between for the gutter to stand. It is best understood by examining one of the pictures. There were also the fish checkers on the deck. The vessel was to conduct operations in the ocean. Accordingly, it was necessary to make pens on the deck to contain the fish and prevent them from sliding around as the vessel rolled. These were of 2" x 12" planks placed on edge and with two inches under for the water to drain out. Note the pictures. Then on each side there was a walkway made with one plank laid flat on top to walk forward and aft. This was covered with burlap sacks nailed on to provide traction. All of this required time and had to be done whether the vessel entered Lost Harbor or not. Then for those vessels in the harbor, when the gear was all ready, they broke out the empty barrels kept in the hold, took them ashore in the dories where they were filled with fresh water from the stream tumbling down the mountainside. Several such trips were made until all the water tanks were full again. One extra day was often spent when the dories were launched and they went outside the harbor and around Akun Head to spend a day fishing. Some fishermen might catch up to 100 fish while others had only a few. At least there were enough to make the first dressing. Then hoist anchor, set sail, and head across the entrance to Unimak Pass to the fishing grounds of Dublin Bay or Slime Bank. Thus began the season.

The vessel had just arrived in Bering Sea in the spring of the year. Clockwise from upper left: Mt. Pogromni on Unimak Island viewed over the stern of the schooner at anchor; The wheel man, Wm. Martell dressed for the cold weather; Wm. Lund and another fisherman secure a barrel on deck; Hans Olson splices a piece of rope.



Lost Harbor was the location of a copper mine that was constructed somewhere about 1910. I do not think it ever got into operation, however, the wharf or remnants of the wharf and the old buildings were fair game for codfishermen to scrounge anything small enough to be loaded into a dory. It mattered not, as the mill never ran again and the distance was too far from Seattle to warrant salvaging the equipment.

The story is also told often of the skipper from San Francisco who had taken a keg of white lightning with him on departing the Golden Gate. Apparently he kept it to himself remaining in a condition of somewhat liquifaction all the time. He was able to navigate but the general running of the vessel was being performed by the mate. At any rate, when the first day of work in Lost Harbor had been completed and all was in readiness for fishing, the mate suggested to the Captain that it would be a nice gesture to the crew to "splice the main brace". The old man gave his O.K. The mate had the crew come aft and line up for a turn, each bringing a mug from the galley. The mate drew each man's mug full and each man in turn departed via the other door. After each had made two or three trips through the line, the old man, being somewhat under the influence of the grog and not able to handle the spigot himself, asked of the mate, Mr. . . . is there no end to that line? The mate knew the answer was to get the keg empty so this continued for another round of the crew before the end of the line finally came. The mate accomplished his purpose, the crew were happy for that night, and with the keg empty, the captain could be expected to perform as a captain should, in other words, sober up.

Anchoring And Anchor Problems

On the codfish vessels, the anchor gear was of utmost importance to the safety of all. As explained earlier, the vessels had been converted from manila fiber cable to iron chain. This latter was easy to retrieve with the gas engine and wildcat on the windlass shaft. We did have some problems, however. One day on the SOPHIE CHRISTENSON we were heaving anchor when Father was captain. My usual station was on the port bow to watch the chain as it came in and count the shackles so we would know when the anchor broke out from the bottom. Also, I had to watch that the chain was not tending under the vessel where it might do damage as the links were hauled across the stem or the bob stay chains. There was also the point to be sure the clutch was thrown out before the anchor was tight in the hawse pipe as otherwise there was the danger of stripping some of the gears or twisting a shaft. We never hove the anchor home tight in the hawse pipe with the engine. Always the last foot or so was by hand. When in the Bering Sea, we just brought the anchor in to that point where the stock was well entered into the hawse pipe and left it as we would drop it again in a few hours. On this day, I came down to the engine when the anchor was visible at the top of the water as usual and Oscar threw the clutch out. As was the custom, the clutch was then reengaged to bring the anchor home for the last few feet. We then watched from inside as the anchor stock entered the hawse pipe. On this day something was not right, for when the anchor shackle came in contact with the outer lip of the hawse pipe, the anchor dropped off. Either a shackle was open and ready to let go or it became stuck in the groove the chain had worn in the lip. At any rate, we lost the anchor and had to take another spare from on deck and shackle it on. We never knew what occurred.

Another time, not the same season, as the chain was coming on board, I noticed a knot in the chain. The anchor was "broke out", that is, the anchor was off the bottom but with the knot we could not take it through the hawse pipe. The windlass had to be stopped and the deck winch engaged so that the sails could be set, thus giving the vessel control. Then a heavy wire had

to be threaded through the exposed links of chain and made fast on the bow deck. Then slack chain was hauled out of the chain locker by hand until we came to a shackle. These were every fifteen fathoms. The shackle was opened and the slack chain carefully worked out the hawse pipe with the slack being taken on deck from the outside. The next operation was to untie the knot in the chain and thread all the slack through while the men worked from a bos'n chair hung over the bow. The task of threading the chain was not easy as fifteen fathoms of chain weigh over one and one half tons. The task was eventually accomplished, the end again threaded in through the hawse pipe, reshackled and the anchor hove home.

As near as we could figure out the last time the vessel was anchored, the chain was allowed to run out too fast, forming a mound on the bottom. When the vessel finally surged back to take out the slack, a loop was pulled under the anchor and the remainder of chain tied the knot. It is a difficult position to recover from with the vessel under sail and all that chain dragging along.

Another time on the C.A. THAYER, an accident occurred as the anchor was being hove in with the vessel anchored in Unimak Pass in the spring of the year. No one noticed that as the clutch was engaged to heave in the port anchor that the starboard side of the windlass was locked or also in gear to heave in that anchor. As the starboard anchor was already fully home, the main windlass shaft could not turn. Instead the shaft was twisted off. The anchor had to be hove in by hand using the pump type hand gear. Then it was sail to Unalaska and get it fixed. This was in 1946 just after the end of the war. There were still some military people there and they assisted Captain Knute Pearson. He did have to cut the broken shaft off with a hand hacksaw so the coupling could be attached. The shaft was about four inches in diameter. Quite a task. However, with his perseverance, the repairs were accomplished and the vessel completed the season.

THE DORIES, THOSE WONDERFUL ONE MAN FISHING BOATS

In the codfishery the dory was the most important item carried on the vessel and used for fishing. Practically all of the fish were caught by fishermen, one to a dory. The dory fleet of each vessel depended on the vessel size.

When the Pacific Coast Codfish Company was founded in 1911, they bought the JOHN A in southern California, brought her to Seattle, and outfitted her for the trip north. I do not know how many dories she carried but I would estimate about 18. They were all built in Massachusetts and were 14 feet long, measuring on the bottom. There was considerable overhang at both bow and stern. This is a boat developed over many centuries to perfect the design. Dories built on the West Coast were never equal to those from the plant of Hiram Lowell and Sons in Amesbury, Mass.

The dory was a one man boat, at least for codfishing. It was the most wonderful craft yet conceived for this use. Each dory had a mast and sail that could be stowed on one side and extending out over the stern, a pair of oars, an anchor with gurdy for hauling in, two fish lines of tarred cotton, bailers, knife and stone for sharpening, and the fisherman. With this seemingly crude open craft that was always tippy when empty, the novice would never expect that ocean fishing could be conducted. It was efficient to the highest degree. The dories were launched from the mother vessel every morning if the weather was favorable. The man lifted the mast and sail into the socket in the forward thwart, hoisted the sail, and proceeded to sail away for several miles. He never went to leeward. When he thought he was far enough from the vessel and the next closest dory, he dropped the sail, unstepped the mast, laying it in the stern of the dory, tossed the anchor over the side and placed the anchor gurdy in the thwart where the mast had been and allowed the line to run out. Fishing was done in 20 to 30 fathoms of water, so probably 40 to 100 fathoms of line were unreeled. Then he picked up the fish lines, one at a time, and threw the lead with hooks attached over the side. The line was on a reel, a wood frame with a swivel in the top so it could spin as the line went out, one line on each side. The hooks, two

per line, were baited with fresh halibut or other fish. The man faced aft and had a pen board in front of him. This separated the man from the aft fish compartment. There was also a pen forward of him with a seat. He stood between the two pen boards or between the forward and aft fish holds.

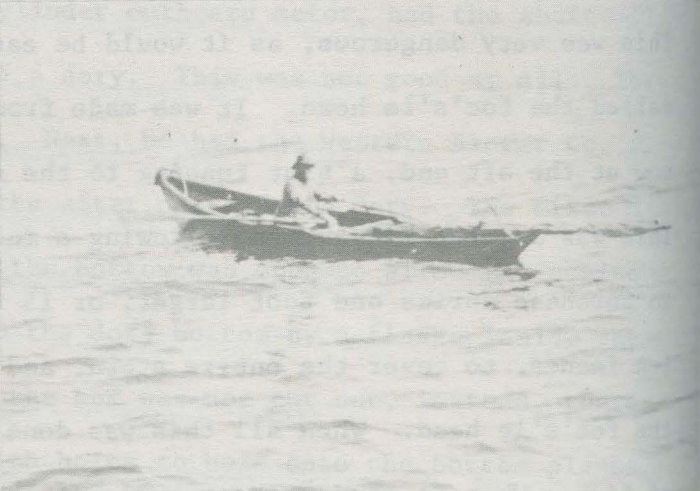
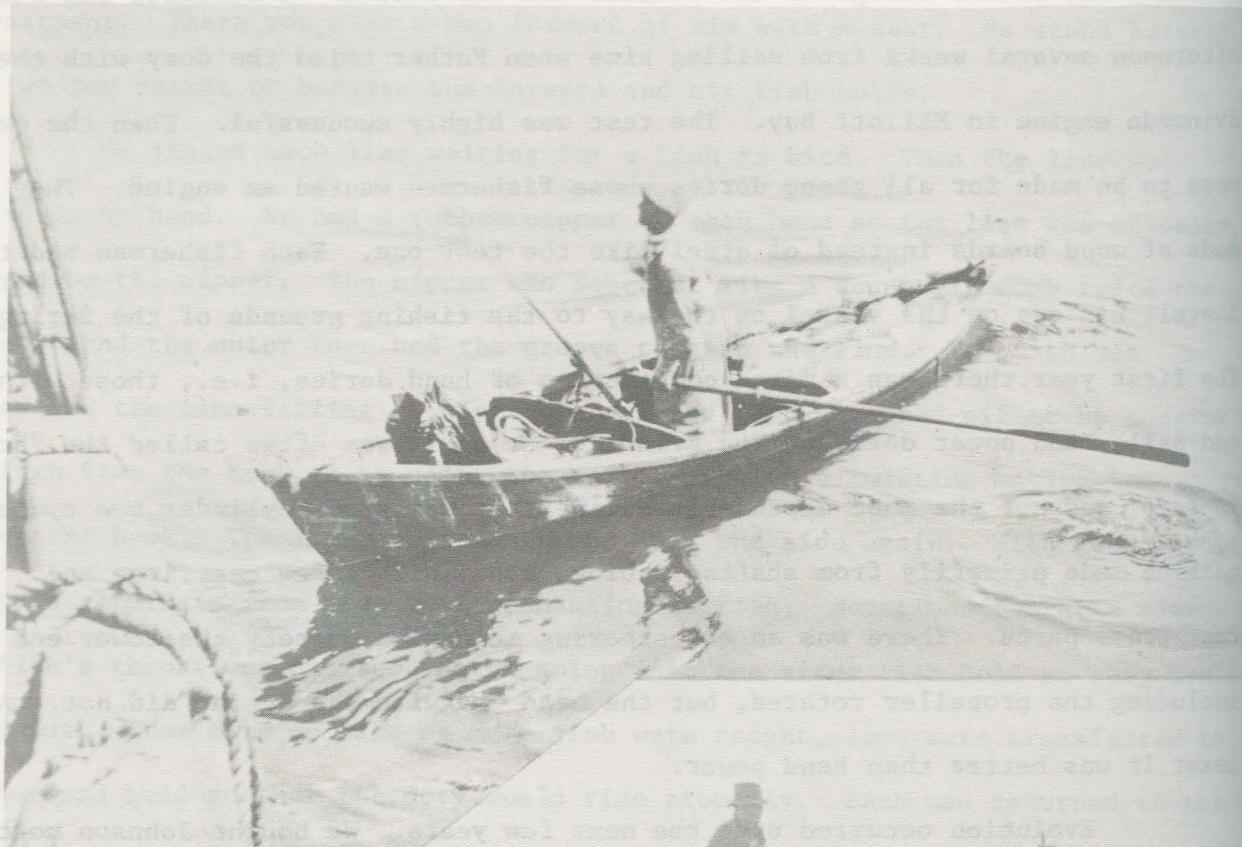
He jigged each line waiting for a fish to bite. Then the line was hauled in by hand. He had a rubber nipper in each hand so the line was actually gripped by the nipper. The nipper was somewhat like a donut although twice the diameter, and the outer face had the groove to grip the line. The fish was hauled in, the line falling at his feet, and the fish unhooked either by shaking the fish from the hook or by using the gaff hook with a twisting motion to remove the hook. The line was then thrown over the side again. With good fishing he would alternate from line to line hauling in fish, sometimes two at a time. The fish's throat was cut soon after going into the after fish hold so they would bleed out. From time to time as more fish were caught, some were transferred to the forward hold so that the dory would ride properly. Each man returned to the mother vessel at midday, 9:00 to 10:30 a.m. to unload, eat, and return. He used the sail on return if possible, otherwise it was by oars. A good morning would have the dory nearly full with 200 to 300 fish.

Along about 1925 or 1926 there was a clamor by the fishermen for engines in the dories. Our company had the first engines in 1926. In that spring, Father bought an Evinrude one cylinder outboard motor, had the shaft lengthened, and tried it on the stern of a dory. This was not good at all. The engine was too exposed and too far back. Next, he had the Western Blower Co. construct a well that was installed in the after part of the dory. The first one was a steel box without any top and the bottom was open to allow the engine to protrude through. It was fastened to the dory bottom by a flange inside the box or well, i.e., the entire bottom of the box was not cut out, instead, there was a flange of about two inches left with holes to bolt onto the bottom planks of the dory. The well was about 15 inches fore and aft, and the front end was about the same, while the back was only 8 or 10 inches. The taper in the well

was to fit the shape of the dory bottom. This worked OK, however, the next trial well had the bottom flange on the outside and was better. I remember one Sunday afternoon several weeks from sailing time when Father tried the dory with the Evinrude engine in Elliott Bay. The test was highly successful. Then the wells were to be made for all those dories whose fishermen wanted an engine. They were made of wood boards instead of steel like the test one. Each fisherman had to install his own on the vessel on the way to the fishing grounds of the Bering Sea. The first year there was a mixed combination of hand dories, i.e., those with oars and sails, and power dories. The Evinrude, or as it was often called the "heave-in-rude", was not the most dependable engine. It was a one cylinder two cycle machine made primarily from shafts, tubing, etc., with a few cast iron and cast brass parts. There was an odd steering mechanism whereby the lower end including the propeller rotated, but the head end with the engine did not. At least it was better than hand power.

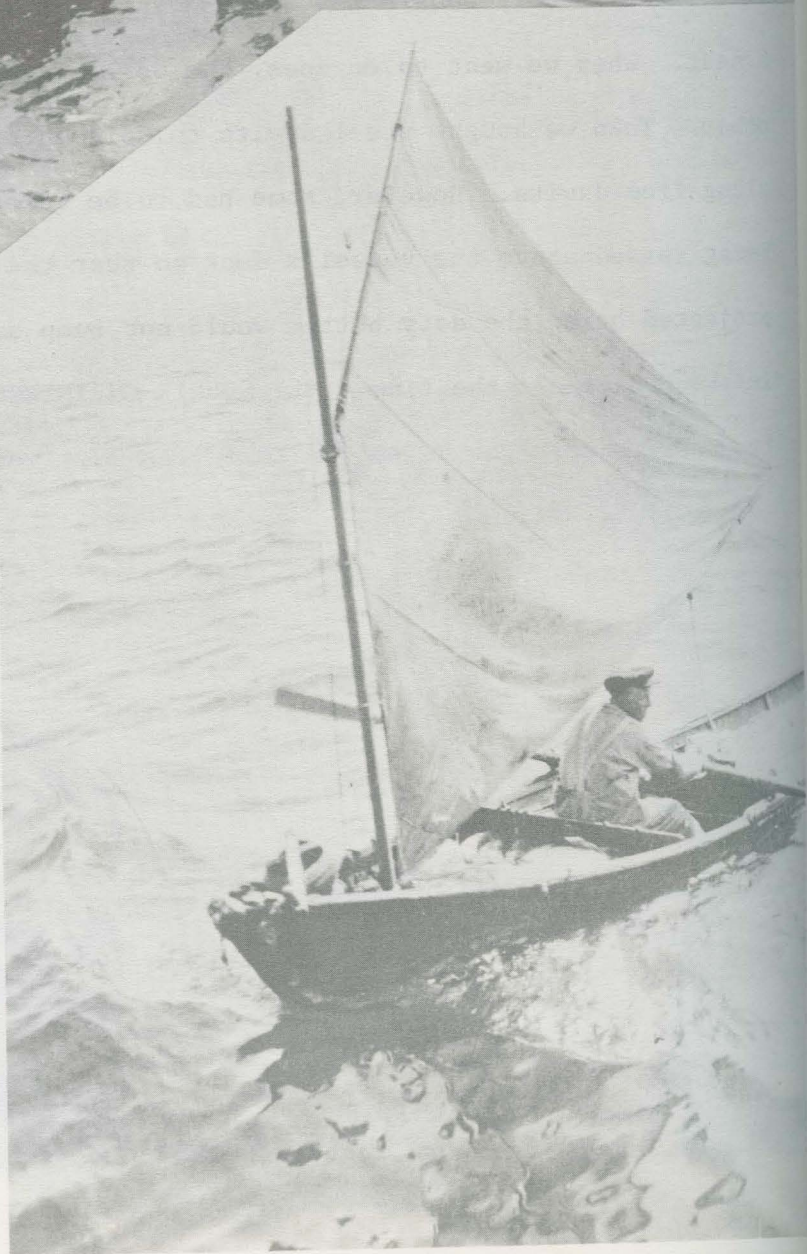
Evolution occurred over the next few years. We bought Johnson motors that were two cylinder, opposed to each other, with both firing at once. These had $2\frac{1}{2}$ hp and did much better than the one hp of the former Evinrudes. We also found the dory needed modifications to accommodate the power. First, a cover was added over the engine to protect it from salt water spray. Next, it was found that a loaded dory had a tendency to dip the bow under a swell and take on water. This was very dangerous, as it would be easy to swamp. So a bow cover was added, called the foc's'le head. It was made from an old mast hoop cut off to form the bow at the aft end, a slat running to the stem, and the whole covered with canvas. This was a great improvement allowing a much larger load. Other improvements were to purchase dories one foot larger, or 15 foot dories, to raise the sides about ten inches, to cover the entire stern, and add spray wings on the back side of the foc's'le head. When all this was done the dory could carry well over two tons of fish. When so loaded the gunwale of the dory itself, as purchased, was under water.

Different engines were used over the years. Johnson Co. came out with



an alternate firing two cylinder model, one cylinder over the other, first in three hp and later in ten hp. These were dependable machines and could be counted on for ten years of service if treated properly. It was found necessary to completely dismantle each engine at the end of the season, even before the vessel had returned to Poulsbo, clean and reassemble. Otherwise, the salt would rust the steel and corrode the aluminum until by the next spring the engine was useless.

At the time the dories were rowed by oars, they were hoisted aboard each night and stacked on deck three, four, or even five dories high. All of the internal gear and partitions were either removed or laid flat in the bottom and then the next dory aboard was dropped into the lower one. The stack was called a nest. When we went to engines, the dories would no longer nest one inside the other. Then we bought steel davits to hold them and nearly all dories were slung from davits. However, some had to be taken inboard and stowed on skids, being raised above the vessel's deck so that the lower end of the engine that projected below the dory bottom would not bump anything. The engines were left in the dories all the time. The SOPHIE CHRISTENSON carried 22 fishing dories plus two spare ones. The C. A. THAYER in the last years had 14 plus spares.



Fishing Begins

After the vessel came to an anchor on the Bering Sea cod banks, the routine watches were discontinued, and during the daytime, the Captain was so to speak in charge of the vessel's safety without any other person having responsibility. During the night, there was the watchman on duty. No specific time was set for the change-over in the evening. In the morning, the change-over occurred at breakfast. However, there was no danger involved, as there were always many men up and around.

Breakfast was served at 4:00 with only dory fisherman allowed at the first table. The Captain adjusted the ship's clock so it was good daylight when the dories were launched without any regard to the time kept by other vessels or those on shore. The western part of Alaska kept what is known as plus 11 time, that is, eleven hours later than Greenwich. The ship's time was adjusted to give the crew the most daylight possible regardless of what others did.

After breakfast the fishermen returned to the foc's'le and weather permitting, they put on their oilskins and stood by. The Captain and two mates returned to the after cabin where the Captain gave the chief mate the word that they should launch the dories and go fishing. After the mate had his oilskins on, he went forward to the stairs leading to the foc's'le and sung out, often with the expression "throw them out". The day man would start the winch engine providing power to hoise those dories stowed on deck. When the dories were secured in the davits, and this was 16 on the SOPHIE CHRISTENSON and 12 on C.A. THAYER, each fisherman took the painter for his dory (that is, the rope on the bow for tying up), and tied the end on the schooner just forward of the dory bow. So when the men began launching, they started aft and worked forward. First the belly gripe, that rope from the top of each davit holding a dory and leading to a belaying pin on the vessel at the center of the dory was let go. Then the dory swung free in the falls. Next with one man on each fall, the dory was lowered to the water and the fall tackle unhooked. The dory floated, but was tied to the vessel with the painter.

Upper: A fisherman returns to the vessel using oars while lower the man has the use of the sail along with the oars. Both pictures circa 1920 prior the advent of engines in the dories.

The men worked their way forward in this manner, and as each dory was launched, it drifted somewhere aft under the influence of tide and wind. When they reached the location where the dory was stowed on deck, the remainder of the fishermen on that side of the vessel had already removed the lashings and were ready to hoist it over the rail using the winch line and the dory booms. Last, the forward dory was let go. Then the fishermen climbed down the jacob's ladders or slid down the falls from the head of the davits. It depended on who the man was and the location on the vessel. All dories being alike, there was no order in where they were, as they were hoisted in the order in which they were laying the previous day just before being taken on board. The only order was that they always remained on the same side of the schooner. A port dory was never taken aboard on the starboard side.

The launching required about seven minutes for fourteen dories on the C.A. THAYER. Then each man started his engine and proceeded in the direction of the wind, as no fisherman should ever allow himself to be caught to leeward of the vessel. Should his engine fail for some reason he had to use the oars to get back unless some other fisherman saw him and towed him back. Also, never go somewhere alone for the same reason. Prior to the men going down each to his own dory, there was this fleet of 14 to 24 small boats floating along the side of the schooner that gave the impression of a mother duck with her brood of little ones bobbing about.

The men went several miles distance from the schooner, the distance depending somewhat on the time of year and weather. On a threatening day they would remain close. However, there was also the crew on deck who could fish over the side and who were paid for the fish they caught in addition to their pay for dressing the catch. Therefore, there would be many baited fish hooks at the vessel's site and this would attract fish from a considerable distance around. A dory fisherman who was only several hundred yards away could anticipate the deck crew would draw all the fish away from him.



The fisherman stood in the central portion of the dory facing aft. He had the kit boards to keep the fish away from his feet. On the top of the kit board aft of the man was a trough or narrow table where he kept his gaff hook and where he cut the bait. The knife was stowed in a pocket on his side of the kit board. The fish line when hauled in was allowed to fall at his feet on whatever side he was facing. His feet did not move as he alternated from side to side, so as one line was going down there were no snags. The fish line, being tarred cotton, did not form knots in itself like an untarred one. The man also had to be most careful with everything in the dory, as that line in going out over the side would steal anything that could be snagged with a loop. A gaff hook, knife, rubber nipper, or anything loose was fair game for that line.

If the fishing were good and he had 75 or so fish on board, he transferred some of them to the bow compartment so the dory would keep a proper trim. Often the man did not strike this kind of luck and might catch only a few fish per hour. Then he hove the anchor in and starting up the engine, would run some distance for another try. Many men carried a pair of binoculars so they could watch other men. When moving to a new location, the fisherman would pass other dories, and it did not take long to tell whether another dory had any fish on board. If other men did not have fish, there was no point in trying near them. Go somewhere else. By 9:00 it was time to consider returning to the schooner. If most of the fishermen returned without more than a few fish each, this was an indication to the Captain that he needed to move the vessel. On the other hand, many men might well return at noon with from 100 to 300 fish each. These would be unloaded by each fisherman, with the Captain or the engine man counting them. The fisherman then splashed water around in the dory to wash it out and came on board for dinner. Three hundred fish to a dory would be excellent, especially for the first day. In fact, I saw this happen only once and the dress gang had a terrible time getting all the fish cleaned up that day. They were not yet in trim. After each fisherman had eaten, and if there were enough fish to justify continuing to fish there, then he returned to his dory and repeated the procedure of the morning.

While the fisherman was on board for dinner, his dory was normally left alongside the schooner, being hauled either forward or aft so as to leave the fish port open. The dory would be tied by the painter to one of the halyards of the schooner. These were the heavy ropes for hoisting the sails. By so doing there was considerable shock absorber effect provided. At other times if it were a somewhat nasty day the dory would be taken aft and tied to the rail where it would float free without slamming against the side of the schooner.

There was another line on each side of the schooner on the poop deck called the long painter. This was a coil of rope about 2 3/4" in size and into this was spliced a smaller line so as to form a becket, these being spaced about every 40 feet along the long painter. The dory painter was tied to the becket, and enough line payed out for the next becket to be at the rail. The second dory would be attached there and so on until six or eight dories were in each string. Each string, one on port and one on starboard side, remained straight so the dories floated clear of each other. This was only temporary for the time until they were taken on board again for the night or during dinner. Dories were never left in the water overnight.

At the end of the day and after all the fishermen had eaten supper, the mate called out to take them back on board. The winch engine was again started and by means of a fall from the booms, the dories were hoisted. The fall had the bridle with a hook on each end and with a ten foot pole attached to each hook. Thus, two men standing on the deck or rail could hook the strap in the bow and stern of the dory, then it was hoisted so the dory was level with the rail. The men then hooked the dory davit fall, and this was separate from the one being used to hoist the dory, in a steel strap one just aft of the well and the other in the forward thwart, then as the dory was hoisted as far as possible under the davits, these fall tackles were hauled tight and secured on the pin rail of the schooner. The hooks were slacked off, the boom repositioned and the next dory

The men might run for half an hour to forty five minutes, going three to five miles and also taking care not to stop close to another man. Then the



anchor was cast over the side and enough line payed out that the dory would respond as desired. Sometimes the man desired to remained fixed to one location most of the time, so the short length of chain next to the anchor was knotted around the fluke so the anchor would be dragged backwards. By adjusting the amount of line payed out he could adjust the rate of drifting with the current. Then the two fish lines were baited and cast over the side. The fishing was conducted on the bottom or possibly two feet above bottom. The lines were jigged up and allowed to settle down slowly to give some motion to the bait. When a fish took the hook, the line was hauled in by hand and the fish taken off the hook. The cod have a soft mouth and if the hook were not swallowed, the man grabbed the hook by the shank and with a quick twist, removed it. The fish fell in the after fish compartment of the dory and the line was again thrown over the side. When the man was skilled he did not damage the bait on the hook, and possibly ten fish could be landed before the bait needed changing. With herring the first day, this did not apply. Herring are soft and good for only one fish as a rule. Hence the need for the man to catch some other fish, especially a halibut, for better bait.

With fair to good fishing the man would alternate between lines, hauling in one or two fish each time. The fishing agreement between the company and the men called for the throat of the fish to be cut immediately after it had been unhooked. In practice the men waited until there were several fish in the dory before doing this. The fish were very spry at first and it was easier to catch them after several minutes. To do this the man took his short handled gaff hook and hooked the fish in the head, the mouth being the most desirable. Then with the fish held by the gaff in the left hand, he took his knife in the right hand and made the cut. Possibly ten fish were throated thusly at a time. It was most important that the fish be bled, and as long as the heart was still pumping, the blood would drain out. Naturally this made an awful mess in the dory.

hoisted up. While it sounds complicated here on paper, it was easy and quick. On the C.A. THAYER, there were 12 dories in davits and one on deck forward on each side. After the crew had become accustomed to the job, I have seen all 14 dories hoisted on board and lashed secure in a time span of eleven minutes. For launching I have seen the 14 dories lowered into the water in seven minutes. Naturally this was in good weather. When the vessel was rolling heavy it took longer.

By 6:30 p.m. or thereabouts, all the dories were secure and the fishermen making preparations for the next day. Gasoline was carried in each dory in two gallon cans that were stowed alongside the engine in the well box. Accordingly, each man filled his gas tank and went to the mixed gas tank where there were several spigots for drawing the fuel. They were just half inch valves and each man turned the handle to open. The gas flowed out by gravity. The gas was mixed with one part lubricating oil to between eight and ten parts of gas.

The men also had odd jobs to do in their dories to be ready for the next day. It might be well to mention here that everything was secured each night as though there were a terrible storm due before daylight. Thus we had very little trouble with anything breaking loose.

Several fishermen are returning to the schooner with varying size loads of fish after the installation of engines in the dories. The upper left, the man is peeing his fish through the fish port of the vessel.

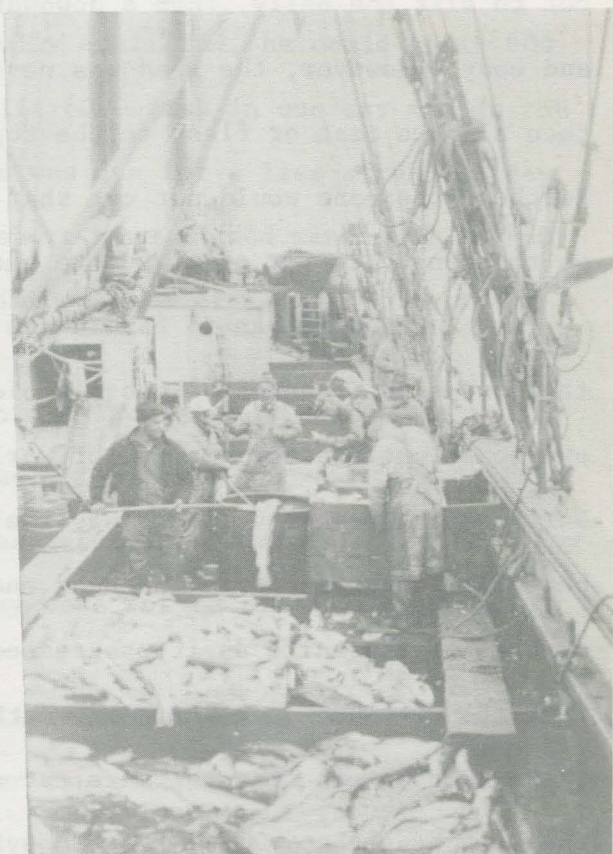
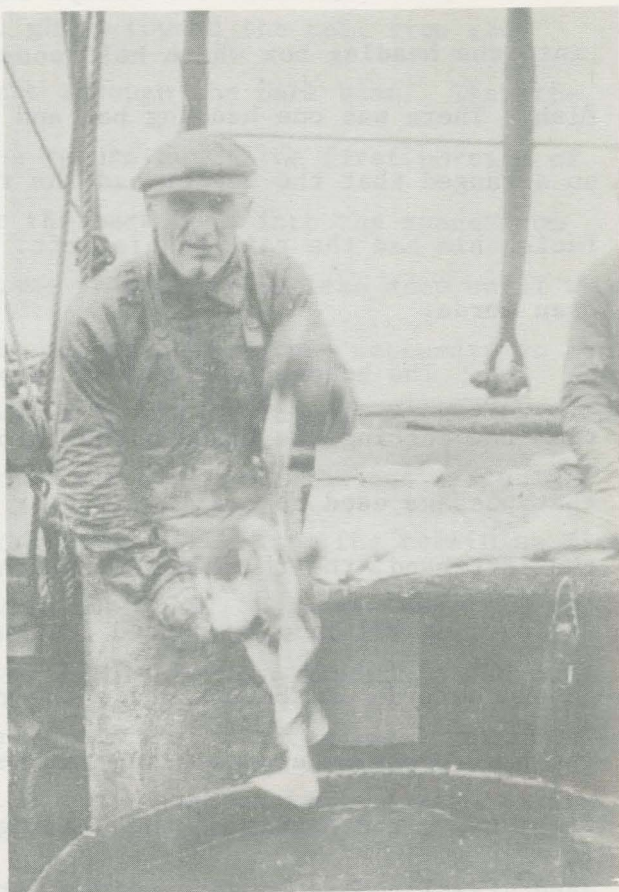
Fish Dressing And The Deck Crew.

When the dory fishermen delivered the fish on deck of the codfish schooner, the task from there on was the responsibility of the dress gang. The splitter was in charge on deck and the salter below deck. The total number in the deck gang including the splitters and salters was about the same as the number of fishermen. It varied between schooners and different years.

The unloading of the fish from the dory to the deck was the duty of the fisherman. There was a hatch cut in the bulwarks of the schooner with a hinged door that swung out and up. This was opened for the fishermen and the dory held in place by a line running from a point aft of the fish port leading forward on the top of the rail, through a small block secured to the rigging wire and aft to the port. The dory painter was secured to this and the stern dory painter taken around a like block well aft of the port location. With these two lines the Captain or day man could hold the dory in position opposite the fish port while the fisherman using a single tine fish pew, pewed the fish through the open hatch. The lower edge of this hatch was at least one foot above the schooner deck level so the fish would not slide out. The Captain, with one line in each hand counted the fish as they came through the opening. These two lines were very necessary as we were at sea, that is, in the ocean. The vessel rolled more than a little at times, in fact, I have seen the time we had to close the fish port altogether so the dory side would not get caught under the edge. Other times I have had to use a long handle gaff hook while another man held the lines and hold the dory away from the vessel during an extra heavy roll for fear the dory might come on top of the vessel rail, the schooner at that time rolling the rail completely under water. Normally it was much easier though, with the vessel facing into the sea and the swells not over three to five feet high.

The fish on landing on deck were in one of the fish pens or checkers described earlier, then the dress gang men transferred the fish to other pens close

Upper left, John (Whitey) Hill one of the splitters; Upper right, Ernest Carrigan the other splitter on the SOPHIE CHRISTENSON; Lower left, Port side dressing crew; Lower right, Starboard side dressing crew both with the respective splitters shown above. There is a considerable quantity of fish on each side of the deck.



to the splitting table but always being contained. From there they were pewed into the heading box which held possibly 75 to 100 fish, depending on the size of fish. There was one heading box and splitting table on each side of the schooner, so arranged that the header had the rail to his right and the splitter when facing him had the rail to his left. The pictures show the arrangement better than words.

The header slit the belly open and cut the throat of the fish. This time the cutting was through the throat that leads from the mouth to the stomach, that passage used to swallow another fish. During this time he held the fish with the left hand, the thumb under the chin and the first finger in one eye. When the cutting was done, he pushed down with both hands, the left shoving the head on the outside of the box while the right hand pushed the body of the fish into the box, breaking and twisting the head off. The right hand made contact with the fish, using the handle of the heading knife next to the blade rather than the hand itself. Most heading knives were double edged, so he could make an upward cut to slit the belly, then a downward cut to sever the connection between head and body. However, the head was never cut off, the back bone was broken and then all the meat or flesh on the top of the head was recovered with the body. Further, the bone would not cut that easily. The codfish head was dropped on deck so the tongue cutter could remove the cod tongue.

The next man to handle the fish was the gutter. He took the fish from the box, slid it across a short table and pulled the entrails out. These went overboard until after the end of World War II when we saved the liver in the fish. Next came the splitter. His was the most skilled task on deck. The fish had to be split lengthwise from the head end to the tail. This was done by three distinct strokes of the knife as it progressed from head to tail. It was not removed from the cut, but just the three motions. The knife followed on the top of the back bone with the entrance cut at the head end being started far enough from the back bone that all of the bloody mass at the back bone would be removed. Then the fish was slid slightly to his right so the tail projected over the end of

the table to about the vent. Next came the most difficult cut, the return stroke. He placed the knife against the back bone slightly toward the tail from the vent, and with a somewhat upward motion he cut through the back bone. Then the knife followed toward his left as he made the return cut. The first portion of the return the knife projected through under the back bone into the space from the first cut. The remainder of the cut became progressively less deep until when the knife came to the head end of the fish it was no deeper than necessary to cut through the rib bones. Then he placed the knife in his right hand on the tail end of the fish and with his left hand grabbed the back bone near the cut off point and pulled it out of the fish. It was literally torn free from the remaining flesh. otherwise there would be considerable loss with the bone. When the bone had been cut properly, it presented a figure eight, two joints being included in the cut. On extra large fish the bone had to be chopped, that is, first a small cut made and then the knife withdrawn and returned with a chopping motion and with sufficient force to go through the bone.

The splitting required at least one whole season for a man to become proficient. When a man considered himself fully qualified, he could split 600 fish per hour all day. That is, he could split 6000 fish in one day and do the same thing for two more days. After that, he was due for a less strenuous day as that pace could not be sustained. For a short time a good man could do 750 fish in an hour and I have done this. The fish must be of near uniform size, and not full of sand.

When the fish was split, it fell into a large tub of sea water to wash off the excess blood and other fish slime. They were allowed to soak for about ten minutes. From the tub, the fish next went into the drain box to allow all the water possible to drain off, then they were forked or pewed into the hold via the chute.

The fish landed in the hold in a pile with the chute arranged so the fish were relatively close to where the salter wanted them. He had an assistant called the salt passer. The fish were salted in bulk in the hold of the vessel,



directly against the wood bottom or sides. On the bottom of the hold there was a floor constructed to allow space for the collection of bilge water and the brine that drained from the fish. The fish were laid skin side down and open on a bed of salt by the salter. He worked on his knees with a layer of canvas over the previously salted fish. Then as each fish was laid down, the salter scooped a handful of salt from a half bushel wood bucket between his knees, and placed this on top of the center of the open fish. Then the next fish was laid and salt applied. The quantity of salt was in the neighborhood of one pound of salt to three and one half pounds of fresh fish. The fish were placed in layers of about 8 to 10 inches starting against the side of the vessel and working toward the center, then another layer placed, and so on. Always the canvas was opened to protect the already salted fish. Usually no more than five or six layers were placed in one day, then the salter would move to another location until that former salting had firmed up. Three days were normally sufficient. When the salt was applied, it began to melt as it drew the water from the fish. This method of cure required about two weeks for full cure or preservation of the fish. We worked in a cold climate and refrigeration was not necessary, in fact, the sea water temperature ranged between 28 and 34 degrees. Therefore the hold was always cold.

The water draining from the fish was called brine and was pumped overboard twice a day. During the curing process, the fish would shrink nearly half. In other words, a twelve pound fish out of the water would weigh six pounds when dressed and only three pounds when the salt cure was complete, when unloaded in Poulsbo.

The fish kenches as they were called were roughly eight to ten feet fore and aft in the vessel. The salt was contained in the center of the vessel and fish were salted first in the forward hold and then in the after hold, alternating between the two in order to maintain the schooner in a good trim. As the salt was removed from one bin, fish was salted there and if the season were very good



Upper: Ed Shields salting codfish in the hold of the C.A. THAYER

Lower: Unloading time in Poulsbo, showing the kenches of cured salt codfish. Don Tubbesing kneeling.



all the salt would be consumed and the two holds would be "connected". In all the time I was codfishing this occurred only once, that on the CHARLES R. WILSON in 1938 when all the salt was consumed and both the center and the wing connecting bins were filled. In 1949 on the C.A. THAYER the center portion was connected but the wing bins were still full of salt.

After the end of World War II there was a high price for vitamins and I developed a process for preservation of cod livers using a mixture of salt. We added one man to the dress gang and so arranged the dressing set up that as the gutter removed the entrails, they were dumped in a chute where a man sat behind the splitter. He removed the liver from the entrails and slid the remainder of entrails over the side. Livers were dropped into a bucket and then carried to a place where they were mixed with salt in the proportion of about five pounds salt to five gallons of fresh liver. This was put in a five gallon can with a friction top and stored in the hold. A cod has a relatively large liver and the good ones were light yellow in color. My guess is the cod had 8% to 10% of the total weight in liver and this had 15% to 20% oil. This salted liver was unloaded in Poulsbo at the end of the voyage and shipped to Seattle where the oil was rendered out, giving pure cod liver oil. We should have saved the livers during the war years, but did not know of the vitamin strength of those from Bering Sea cod, they being several times more potent than livers from cod caught off Cape Flattery or in Hecate Strait. The U.S. Bureau of Fisheries had the information all the time in some man's desk but did not bother to make it known. Actually, we experienced difficulty in selling the cod liver oil as the strength in vitamins was so much higher than cod liver oil from the Atlantic Ocean that the buyers said it would cost them too much to purchase the other oil to use to dilute our oil down to the strength sold in the drug stores. Actually, the vitamin strength was within one percent of that of the most potent vitamin product available in the stores at that time. We were purchasing a product called oleopercomorpheum (sp) and giving our children three drops a day. The Bering Sea cod liver oil had the same strength but could not bring the price. Louise and I paid \$5.00 for a

Various scenes of the process of fish dressing. Upper, port side with Cecil Noble splitting. Middle, left pewing fish into the heading box, center general view of the deck, left Ernest Carrigan splitting with his dressing crew. Lower, left Hugh McCaffrey cutting codfish tongues from the heads, right, fishermen securing the dories after they have been hoisted on board in the evening.

bottle from the drug store while the same volume and vitamin quantity of cod liver oil produced by our vessel in the Bering Sea brought us 5 cents.

Nothing was discarded from the codfish that had value to us. Salt cod tongues were for years considered a delicacy, especially on large oceangoing freighters where they were served with a cream sauce for breakfast. When the header had removed the head, it was dropped on deck behind him. There was a man called the tongue cutter whose job it was to remove the so-called tongue. In fact, it is the tongue and part of the lower jaw. It is all soft flesh with no bones. These were salted in barrels and allowed to cure for about two weeks, after which the tongues were dumped in the drain box and thoroughly washed to remove the accumulation of slime. Then the barrels were sent down into the hold and secured on top of the fish kenches. The tongue cutter was paid by the pound for his work and was not expected to perform other fish dressing duties. The tongue cutter on the SOPHIE CHRISTENSON could pack 45 to 50 full 250 pound barrels of tongues per season.

To cut the tongue, the man sat on a bench with a sharp prong sticking up at the end in front of him. His feet straddled the bench. The fish head was picked up with the left hand and speared on the spike, mouth away from him and head upside down. The spear caught the head on the belly side where the gills were. Then with a motion of the left hand to open the mouth, his double blade knife was thrust through the flesh of the lower jaw and the knife shoved away from him. Next, he grabbed this flap of flesh with his left fingers and with a second knife cut, severed it from the head. It was a slow process, with the man required to spend nearly one hour to cut a five gallon bucket of tongues. Still, it was worth the effort.

At the time I am writing this story in 1980, ecology is one of the prime considerations. Nature is to be preserved and the damage done by man is to be held to the minimum. The codfishing practiced on the sailing vessels during a trip to the Bering Sea far exceeds the conservation efforts of today. First the hook and line method of catching the fish resulted in very few other species

being taken. In fact, it was normally quite a problem to catch enough other species to provide the necessary bait. Then the hooks and line did no damage to the bottom. The fish were bled shortly after being caught and we produced fish free from the bruises that are found on all the present day trawl caught fish. We saved the body flesh, tongues and liver. The remaining portions of carcass were returned to the ocean the same day where they would be eaten by some other species on the bottom. Thus the offal was returned to the food chain in the same waters where the cod were caught. Today, by contrast, the large trawlers towing their heavy nets with cables and otter doors literally plow up the bottom, causing considerable ecological damage.

The dress gang had many tasks to perform daily on the fishing grounds. They always ate breakfast at the second table if they individually desired to eat at that time. Should any man remain in his bunk for several hours, especially if the crew had worked late the night before, he could get a mug up whenever he got up and this would hold him until dinner.

There was one man assigned as day man or engine man. This relieved him of considerable other duties of the remainder of the dress gang. However, he had to keep the vessel pumped out morning and night, run the light plant to charge the batteries (or in the earlier years, it was called the "dynamo") which was driven by a belt from the deck pump engine, and he had to run the pump whenever the dress gang was washing down the deck, to tally fish as the dory fishermen hauled them on board, and other duties as delegated or assigned by the Captain. He was the Captain's right hand man other than the splitter.

The Widow Wind

The HARRIET G, a two mast brigantine rigged vessel out of Anacortes, was beginning the codfish season of 1909 anchored in Dublin Bay. A rugged Nova Scotian named Bob Firth was the captain and was well known for his skill at driving the crew to the utmost and as a result bringing home a profitable cargo of salt codfish. At this time, the vessel was owned by the Matheson Fisheries Co. My old friend Oscar Franson was in the schooner VEGA at the time under Captain Peter Nelson, also in Dublin Bay. On this day in the spring, the weather was threatening and all of the vessel captains except Bob Firth had held their dories on board that morning. There was almost no wind and as the dories at that time were rowed by hand or sail, and the fish were on the inshore side of the vessel in more shallow water, they all went towards the shore or beach. On this morning, May 15, 1909, there was a sudden increase in the wind and instead of a very light air from the SW, there was soon a strong breeze from the SW. The dories were now mostly to leeward of the vessel and not capable of making it back on their own.

A few of the dories made it back to the HARRIET G, but many of the men could not row the dories back against the high wind and increasing seas. Some of the men anchored their dory in the hope the weather would moderate later in the day. However, the wind further increased and shortly the anchor chain and cable broke. The vessel was then adrift. Capt. Firth made what sail he could and sailed the little vessel towards the beach, then along the shore just outside the line of breakers, picking up those dories and men that he could.

The HARRIET H was a smart sailer and could be counted on to tack when necessary, something most of the other fore and afters could not be depended on to do. Further, Capt. Bob was a down easter from Nova Scotia and was well schooled in picking up dories from the fishing experience he gained in his youth when fishing on the Grand Banks and Davis Strait. His seamanship was superb, but in the end he had to give up. Nine dories were not accounted for. Further sailing along the shoreline could cost the vessel itself in the heavy surf. He had twelve of the dories on board.

One dory fisherman made it to the CITY OF PAPEETE and was taken on board. Eight dories drifted ashore through the heavy surf with only two of the men surviving. These two walked many miles to Cape Sarichef Lighthouse for shelter. The next day Capt. Bob brought the vessel close to the beach and sent a dory with four men ashore to look for the lost fishermen. They found eight dories smashed to kindling and the body of the first mate.

The vessel continued fishing for the remainder of the season and returned to Anacortes in the fall with a small cargo of salt cod.

In the years I was in the Bering Sea I have seen a repeat of the widow wind several times. I had the benefit of hindsight on my side. One day when I was captain of the NORDIC MAID, the 148 foot trawler fishing for king crab, a similar occurrence in weather transpired. This time in the afternoon the weather suddenly turned warm and the air became clear so we could see all of the mountains. We were about due to go back to the cannery at False Pass for oil and water anyway, so after the day turned nice I directed the crew to take the net on board and that we were heading for the cannery. The crew were quite irate to say the least, as this was the first time that year we had a "nice" day. However, we headed back for Unimak Pass. We were fishing on the west side of Amak Island at the time. The afternoon was very nice with a calm sea and sunshine. We proceeded through Unimak Pass and thence northeast up the south side of Unimak Island. Well, by midnight the wind was a genuine howling gale. Next morning at about seven o'clock I called the DEEP SEA, another American trawler, to see where he was. He had just anchored under the lee shore of Amak Island with the wind well over sixty knots. He spent the next three days at anchor and then had to go to port for oil while I spent the storm period tied to the cannery wharf where the crew did net repair and other necessary tasks. When the storm was over, my crew were rested and ready to go back to fishing, whereas the DEEP SEA had to leave the fishing for oil. He wasted the period by not recognizing "The Widow Wind".

List of Crew and Report of Character.

Christian and Surname (at length) of each person.	Capacity engaged.	Report of character.*		See pp.
		Conduct.	Ability.	
Sunday 1909				
May the 15 th Lat 54-43	Long 165-12			
Lying to Anchor	Unimak I			
	Dobson Bay			
4 am Light Breeze and Smooth Wind				
Larch Dorar 5 am 11 am Blowing Strong				
Breeze WSW winds from Ship Parted				
Chain and Drifting on Shore				
Picked up 12 Dorar & Dorar to				
Close the Shore to reach the				
Ship made Sail to Save Ship				
and crew Blowing a Gail of wind				
Headed Ship of Shore under				
Storm Sail main Stail for topsail				
for Stail 4 pm Modered and one man				
John Wigger Bordered the little part				
Monday the 16 th Headed in Shore				
and Lane to a Anchor and sent				
4 men a Shore to Look for Lost men				
found first Mate Body on the Shore				
and 8 Dorar Smashed to Peacer				
Jamer Hinkley and John Johnson				
Landed on Shore and Saved				
then Self But Got Dorar Smashed				
Lepton Cavanaugh Master Robert Lint				

Se Mate

* V. G. for "Very good;" G. "Good;" M. "Middling;" and I. "Indifferent." The master may also insert particulars of ability or conduct; the "Helm" good, or "Sobriety" indifferent. If he declines giving any opinion he must so state opposite the man's name.
If there is any entry in the Log relating in any way to the Crew, the page or pages in the Log where the entry is to be found should be written in the column opposite the man's name.

List of Crew and Report of Character.

Christian and Surname (at length) of each person.	Capacity engaged.	Report of character.*		See page.
		Conduct.	Ability.	
Janner Hinkley and John Johnson Walk to Light House 5 miles Beaved mate Body in Doblen Bay 9 miles from N.E. from Sanchez Light. House. 6 of the Crew Drowned				
May the 16 John Wigger with a Leatherdressing on board Ships the July the 17 June the 17 July the 17 Robert Courage Sick on Board Ship Sent Robert Courage Home in Schooner Fortunia Dined ^{on} Board Ship Lieuten Gannagh Master Robert Litch				

* V. G. for "Very good;" G. "Good;" M. "Middling;" and I. "Indifferent." The master may also insert particulars of ability or conduct; thus, "Helm" good, or "*Sobriety*" indifferent. If he declines giving any opinion he must so state opposite the man's name.

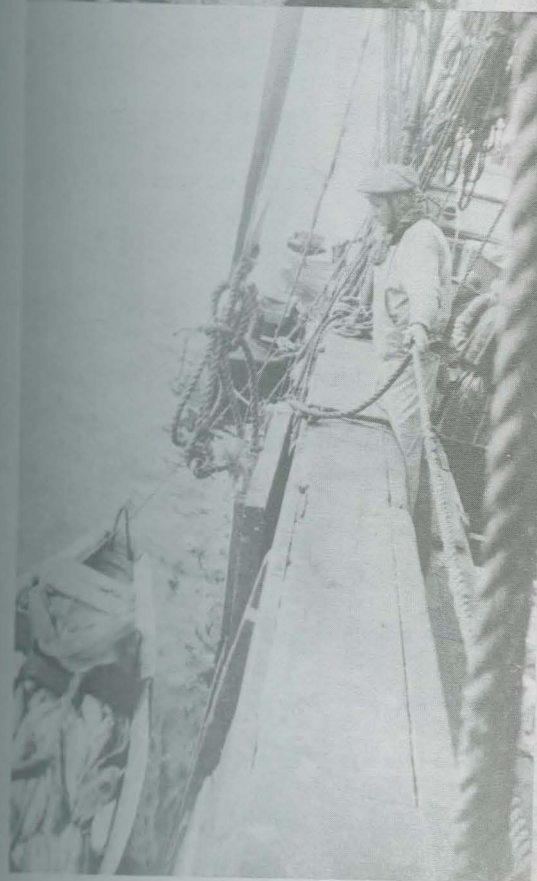
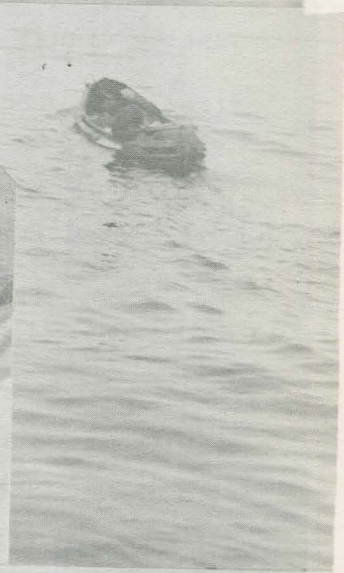
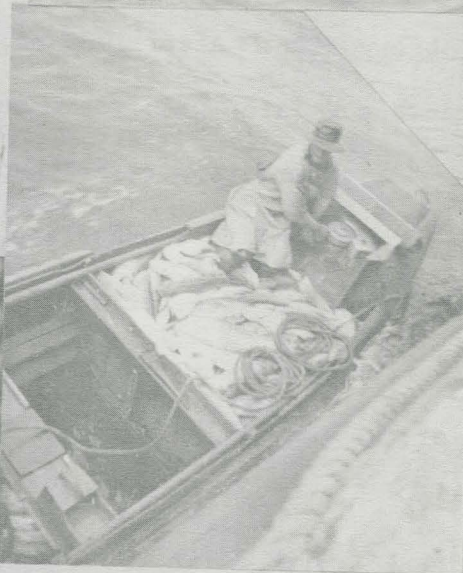
The Various Fishing Grounds

Dublin Bay was the first point in Bering Sea that we considered worth while to make a fishing effort by launching the dories. From there we proceeded in a north east direction along the coast towards Bristol Bay. All the way from Dublin Bay to about 35 miles south west of Amak Island was at some time productive for catching cod. Slime Bank produced good yields before the 1940's. Then there was a gap where no cod were found until the vessels were at least 30 miles north east of Amak Island. Cod like sandy bottom and all around Amak Island there is mud where no cod could be found. The Black Hill, Nelson Lagoon, Port Moller, Bear River, Cape Savin (Seniavin), Hillocks, Preacher's Rock, Port Heiden, and some years as far as half way to Ugashik. From there the general progression was off-shore to where you could see Cape Constantine, next to a location off Hagemeister Island, and from there in a south west direction to the Middle Grounds, a shoal on the north side of the gulley that extends southwest from Bristol Bay. It was not always productive at all of these locations, but over the many years that codfishing was carried on in Bering Sea, all of these locations had yielded good daily fishing catches sometime.

The old time fishermen always remembered some place where each of them had experienced good fishing in the past and suggested to the Captain that they could do better there. Seldom would a vessel retrace the route, it was always in the direction indicated. Why? I do not know other than it was not done as long as the precedent had been established. There was to be no variation. Father had good catches on the so called 'Middle Grounds', in fact this is where he set the all time record for a one day's catch of over 16,850 fish on July 24, 1933. The previous and following days were almost as good also. That year there were many days with over 10,000 fish. July 24 also set another record when Dan McEchern caught 1051 fish.

Every year was not as good as 1933 however. That season there was the WAWONA, AZALEA. WN. H. SMITH, and LOUISE as well as the SOPHIE CHRISTENSON. This made

Loaded dories returning to the schooner. The two left pictures the fisherman has his dory tied alongside of the vessel and is ready to paw the fish on board. The man standing on the schooner will hold the dory in the proper position opposite the open fish port even though the dory bounces around in the swells. All pictures on the SOPHIE CHRISTENSON.



five schooners on the grounds. The codfish have fins and tails and accordingly can and do swim from place to place, as the feed moves or shows. With five vessels there is a far better chance for all vessels to secure a good season's catch than was the case after the war, ie, 1946 and later when the C.A. THAYER was alone on the banks. Each vessel's captain keeps track as best he can of the location of all the other vessels and if they or any one of them moves at the end of the day. Such a move can indicate the vessel is seeking better grounds and the fishing where he left was not good. On the other hand if the fleet remain in the same position for several days, this is an indication to all others that there is excellent fishing. When there is only one vessel on the banks, that Captain has to do all the prospecting with no assistance from another vessel. In other words each vessel provides catch information to others just by visual observation. After 1932 or thereabouts the vessels were equipped first with wireless and later with voice telephone. The Captains could exchange information, however, there were times when the stories concerning fishing that were passed from one vessel to another were of the first order. Nevertheless, by vocal inflections and otherwise, it was most often possible to decipher what each Captain said. Secrets could not be kept long if another vessel were in sight.

Some of the identifiable reasons for cod at a location were as follows: On the Port Moller banks we found large numbers of small flounders in the stomachs of the cod, at Bear River on the north east side of the entrance to Port Moller and somewhat inshore from the usual fishing depths there were large numbers of eulachon, (oolichan), a smelt like fish that was spawning in the ocean surf; on the Middle Ground in August there was a prevalence of a small creature we called Sea Mice, that was about two inches long and very watery. This later creature lived in the sand but at this time of the year they came out of the sand in search of a partner for the breeding season. Naturally, any self respecting codfish would immediately recognize the prospects of a good mug up and scoff off as many as he or she could hold. The stomachs of the cod were gorged with these creatures. That did not stop the cod



KIAWAH
SEATTLE

from taking the baited hook of the fisherman, evidently, the more food in the cod's stomach, the more anxious he is to take on more. In fact it was common to catch a cod with the tail of another fish protruding from his mouth. The cod were so hungry they even had several pieces of food in the mouth and took the baited hook. Apparently it was the practice of the fish to hold food in the mouth until enough of that in the stomach had digested so more could be swallowed.

We had special names for some of the locations. There is a large volcanic crater north east of Port Moller named Veniaminof Crater. On the Bering Sea side there are several ridges extending from near the crater down toward the north west with deep canyons between. The canyons are normally full of snow or ice during the summer season while the ridges are bare. We called this five finger mountain for the five white valleys that show. Then to the north east farther is black peak. This configuration consisted of one large rock outcropping about two thirds of the distance up the mountain and perhaps a dozen smaller ones near the foot of the slope. We called this 'preacher's rock' from the resemblance of the large upper one to the preacher in his pulpit, and the lower rocks to the congregation. At least this designation made it easily identifiable and therefore an important point from which to take bearings. A bearing taken could allow the captain to find the same small fishing spot the next season. Further it should be remembered that most of the time the tops of the mountains could not be seen because of the cloud cover and only the lower slopes were visible. Further, the use of observations on the sun were not normally available again because of clouds.

There was some correlation between the depth of water and the size of fish caught. More often than not those on the vessel in the dress gang wanted to keep the vessel anchored in deep water, or depths approaching 30 fathoms while the fishermen claimed the fish in shore were just as large as those off shore. There was some merit to both claims. While the fish might be larger in the deep water the fishing was more difficult and the catch fewer fish. In shallow water the men most often found more fish and this more than made up for the reduction in size. It was the total tons of fish landed in Poulsbo that counted in the end.

Bering Sea Storms

Bering Sea has the reputation for dishing out bad weather. We fished on the north side of the peninsula and most of the time were not over twenty miles off shore. The mountains down the center of the peninsula caused severe weather conditions where we were. The low pressure centers or storms all came from the west of us and with great gusto. There was no appreciable advance notice available through the weather service even in the last days I was there when fishing king crabs with the trawler NORDIC MAID. With the schooners we did not have the radio to listen for weather. The most common storm came from the southeast and there were two distinct types: the dry southeaster and the wet one. The first was clear and the mountains were visible while during the latter there were some rainy periods but more of the time it was just heavy overcast with heavy mist. The amount of rain was seldom sufficient that we could catch any fresh water. This would have been good for washing clothes as it was much softer than that in our tanks.

Other storms were from the northeast, southwest, and northwest, always on the quarters of the compass. The northwest storm, especially those before the middle of June, could be most severe. This was the storm that the oldtimers had the most fear of, due partially to the severity and also to the fact that land was directly astern of us. Should the anchor chain break during a storm, it would be necessary to immediately set sail. With a northwest and the vessel near the Black Hill on the northeast side of Snapper Island, it might not be possible to clear land on either tack. The idea of sailing behind the island was not considered of worthy of another thought. It was too dangerous, although I have sailed through that passage under favorable conditions. There is ample room, but with a sailing vessel in a storm and with poor visibility, this is out of the question. Further danger in a northwest storm is that if the chain breaks, the vessel will swing broadside to the sea, whence, there will be havoc on deck. The seas will come over the rail and with all the gear we had on deck, it might not be possible for men to go there to set the sails. Also, a half set



sail under those conditions may rip itself apart before it can be fully hoisted. In the spring of 1928 the CHARLES R. WILSON under Captain J.J. Kelly experienced such a problem and Andy Shields reported to me that the vessel was nearly lost before sail was made. Naturally, the sail must be reefed, and if this is not done before the storm had gained full force, this would require considerable additional time and effort. Meanwhile, the vessel was drifting towards the lee shore and shipping one sea after another across the deck. They finally made sail on the WILSON and were able to stand to the northeast. Further, should the vessel fall off on the wrong tack when the chain parted, she might not tack under those conditions and in this case it would be necessary to "wear ship", that is, jib ship or in layman's terms, make the maneuver by going to leeward until the sails filled on the other tack and then coming further around and up into the wind. With the SOPHIE CHRISTENSON this was always the case. I never saw that vessel tack, it was always jib ship. Hopefully there would be room.

Back to the storm. Normally all that was necessary was to give the vessel more chain to be sure she did not drag. This required the windlass to be opened, that is, to disengage the lock on the main shaft so the wildcat drum could be released, allowing more chain to go out. Fine, except it also meant the windlass brake had to stop the wildcat and hold it until the locks were again engaged and the devil claw attached for additional retention. Sometimes it was touch and go if we could get all secured again. One time on the SOPHIE CHRISTENSON we gave her all the chain we could and as soon as the drum was stopped, we slapped the devil claw on. This was held with several turns of heavy rope leading to a massive beam on the vessel. It also had a turnbuckle in it so it could be set up tight. The vessel took the chain and before she had drifted back to tighten it up, the above described devil claw was placed on. Before we could lock the windlass the vessel surged back on the extra chain and broke the rope to the devil claw, meanwhile slipping the windlass drum. She took about two fathoms on chain on the one surge. We did manage to get the locks engaged before the next heave and all held. The devil claw was retrieved from where it had stopped in the hawse pipe. Working fast, we got it back where it belonged

and new rope to the beam. Additional rope preventers were attached and all held. At the time the schooner was dipping her bow under the seas while at anchor, a tough condition to require the anchor gear to perform. We drifted several miles that day, but as the wind was from the northeast, we had ample sea room to leeward without fear of going ashore. SOPHIE CHRISTENSON carried nearly 200 fathoms of chain on the port anchor, the anchor weighing 3000 pounds and the chain was 1 5/8" stud link. When a vessel drags anchor with that amount of chain, the conditions have to be severe. Several days later when we hove anchor again, we found the majority of the chain shining like a new silver dollar. Dragging it over the bottom had removed all the rust.

One morning on the SOPHIE CHRISTENSON with Father, we were someplace between Black Hill and Nelson Lagoon. Father had the fishermen remove the engines from the dories for fear we might lose some dories from the davits. One had been smashed just before breakfast. He was worried about the vessel dragging and took compass bearings on the mountains every few minutes. At one point he found the bearings had changed by over a point, that is, $11\frac{1}{2}^{\circ}$. I never saw this much concern from him. After about an hour, I discovered that one of the fishermen had lashed his engine to the binnacle stand. Each engine had a fixed magnet in the flywheel to make the magneto or spark. This magnet pulled the compass card. When I removed the engine to a more distant location the vessel recovered all the ground lost by dragging. Father was relieved no end. This was the only time I saw a sailing vessel regain distance to windward in a storm, even though it was caused by the engine magnets.

The severity of the storms lessened as the season wore on until by the last of June we could anticipate three or more days of fishing before another storm came through with enough violence to prevent launching of the dories. However, during the period of the summer solstice, centering around June 21, we could always anticipate a storm of more severity than others before or after that date. Then after the middle of July, the approach of fall was on us.

The days did not shorten immediately but there was no doubt the season was

drawing to a close. By the 21st of August, it was difficult to fish half of the days, with the result that very seldom did a schooner remain this late.

But back to the routine of the day on the vessel. On stormy days, the dories remained on board. If there had been three or more days of good to heavy fishing, after breakfast on this stormy day the fishermen were not to be seen. They were a tired bunch of men. There was very little activity all day unless the captain decided to make a berth. This did occur, but more often when the previous days were poor. Generally after dinner some of the men would break out a deck of cards and the games begin. In the aft cabin the games were cribbage and pinochle. The stakes might be a pair of gloves for the best of three games with two people. Never high enough to result in one person gaining a material amount of loot from the cards. In the foc's'le there was often a game of poker with higher stakes. There was no money on board and no credit. The loser had to pay up with goods from the slop chest. Someone would have a set of chips with him and act as banker. A wool shirt, a pair of jeans, socks, gloves, or the like were the medium of exchange. The winner had to accept these from the banker. All in all, there were no large losers and great care was exercised by the Captain to make sure the game of poker did not become more important than fishing. However, the splitter on the SOPHIE CHRISTENSON, Carrigan who lived aft, had a weakness for the cards. He would come to Father and draw an item from the slop chest and go forward. Nothing was returnable. On his return aft several hours later, we all checked him for what he was carrying to see how his luck had run. Never did we catch him with anything under his arm. There was on the other hand a good amount of guffawing from the other aft gang concerning how he had been cleaned out.

There were tasks that had to be done. Once a month or more often, the tank of mixed gas had to be refilled. We had a hand pump and the men took turns operating this to draw gas from the below deck tanks and fill the deck one. To this was added the lubricating oil by pouring it from a fifty-five gallon steel barrel. We used a mixture of one part lub oil to eight to ten parts gasoline.

Eight hundred gallons of gas was a good quantity to pump and then add two barrels of oil. The rolling of the vessel had it mixed before the drum was empty. The vessel never quit rolling.

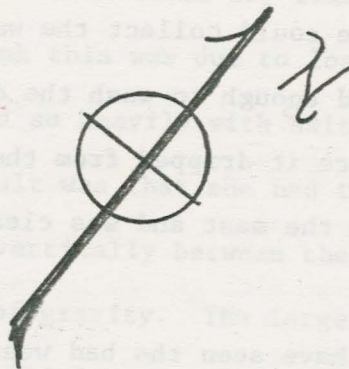
The SOPHIE CHRISTENSON was the largest vessel in the Bering Sea codfish fleet and as such was looked on by Father as the most comfortable one to live on. Not so. She was the worst one for rolling that I was ever on. The smaller ones such as C.A. THAYER and CHARLES R. WILSON could lay like a duck while the big SOPHIE was doing her stuff. I think this was due to loading improperly. She, being the largest, was not burdened so heavily with salt on the start or with fish at the end of the season. The result was that she had the highest G. M. This is a measure of the distance vertically between the metacentric center, or center of bouyancy and the center of gravity. The larger this figure the quicker the vessel would right herself from a roll. It is good to be nice and stable, but too much makes life very uncomfortable. In other words, she was too stiff. When she was in the lumber trade and loaded with a deck load fifteen feet high, then she behaved like a doll. The rolling was slow, both the displacement by the sea and the return. Not so slow though as to cause doubt that she might roll over on her side.

SOPHIE CHRISTENSON was also the lightest construction of our fleet. Hall Brothers constructed fine vessels for the intended trade of freighting lumber. This commodity when well stowed is one solid mass and acts with the hull together as a unit. With codfishing the case was far different. Neither the salt or the cured fish were rigid. When the vessel was at anchor, I have stood on the stern looking forward as the vessel would rise in the bow and then the stern while a large swell passed under her. It was amazing how much the hull would bend. I remember sighting on a mark on the main mast and another on the extreme forward part of the foc's'le head. I stood still. The mark on the mainmast would go up and down over one foot from the line of sight from my eye to the bow. Also, the movement was evident on the top of the bulwarks or rail amidships. The top timber was cut in a scarf. The ends of the adjacent timbers would open and close the crack by at least one inch in movement. We always

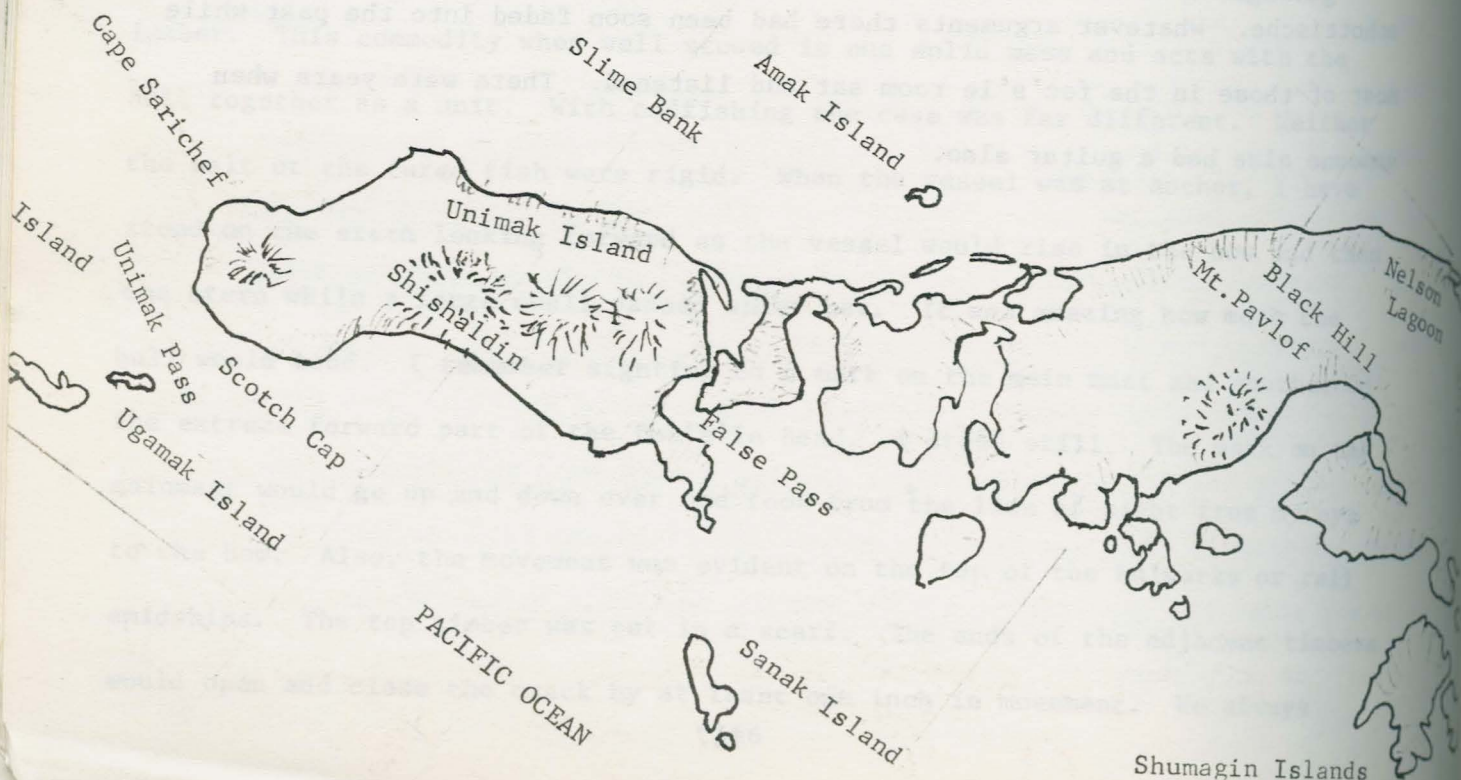
cautioned new crew members not to sit on the top of the rail in rough weather. Another place where the movement was noticeable was the water pipe from the fresh water tank in the forward hold to the galley. The pipe passed through the foc's'le on the underside of the beams, secured with straps. At times the pipe would slide forth and back in the straps several inches.

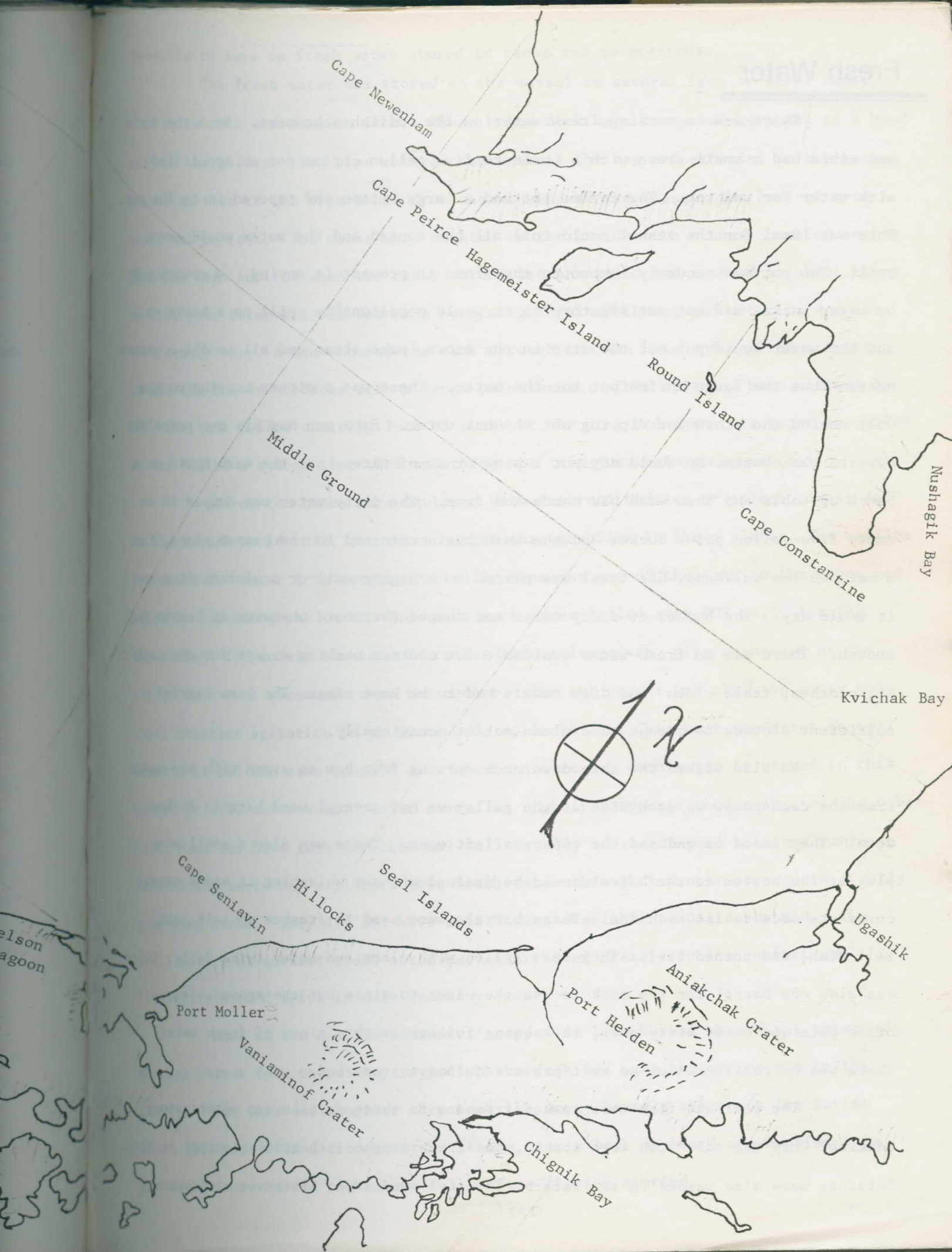
Stormy weather was also the time for clothes washing. If there was a good wet southeaster we could collect the water that drained off the top of the house after it had rained enough to wash the deck clean. Another place for collecting water was where it dripped from the mast or boom. These caught the rain and it ran down the mast and was clean. Good for clothes but not for drinking.

Other times I have seen the bad weather continue for days on end, seemingly with no end. Time was slow with little to do. Then we had one fisherman who was a jewel. Alfred Todnem, by official name. He came from the town of Stavenger, Norway, and as nearly all the men had a nickname, his was Stavenger. Few in the crew knew his proper name. Well, when tempers started to rise in the foc's'le for whatever reason, he would break out his accordion and strike up some sort of tune. Music being nonexistent from any other source, his notes were most welcome. He enjoyed Norwegian music like the polkas or schottische. Whatever arguments there had been soon faded into the past while most of those in the foc's'le room sat and listened. There were years when someone else had a guitar also.



BERING SEA





Cape Newenham

Cape Peirce

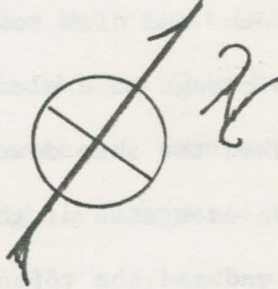
Hagemeister Island

Round Island

Cape Constantine

Nushagik Bay

Kvichak Bay



Middle Ground

Cape Seniavin

Hillocks

Seal Islands

Port Moller

Vaniaminof Crater

Chignik Bay

Port Heiden

Aniakchak Crater

Ugashik

elston
agoon

Fresh Water

There was no running fresh water on the codfish schooners. Both the fore'sle and cabin had a small stove with a three to five gallon coffee pot on top filled with water for washing. The coffee pot had a large bottom and tapered in to the top. This was ideal for the vessel could roll all she wanted and the water would never spill. The pot was securely lashed to the stove to prevent it moving. A common pot or water bucket was not satisfactory as it would occasionally spill on a heavy roll and the water would put out the fire in the stove, make steam and all in all a general mess. Thus the large coffee pot for the water. There was a dipper hanging on the wall behind the stove for dipping out the hot water. Each man had his own porcelain covered wash basin. He would dip out a pint or so of water, set the wash basin on a bench or table and then wash his hands and face. The dirty water was dumped in an empty five-gallon paint bucket and the wash basin returned to the proper place, i.e. a nail on the bulkhead. His towel was placed on a higher nail or a clothes line so it would dry. The bucket of dirty water was dumped overboard whenever it became full enough. There was no fresh water available for clothes washing except for the cook's. His clothes, table cloth and dish towels had to be kept clean. The crew carried sufficient clothes to change to a clean outfit occasionally.

We also washed the ship down each morning from bow to stern with sea water from the deck pump. On each side of the galley we had several wood barrels lashed down. They stood on end and the top was left open. There was also a small wood plug at the bottom so the barrel could be drained without unlashng it and a canvas cover was made to fit each one. These barrels were used to freshen up salt pork, salt fish, and corned beef. They were filled with clean sea water twice daily. There was also one barrel for the cook to use the water to rinse out the grounds from coffee pots and other dirty pots, this being followed with a rinse of fresh water. There was no refrigeration so salt preserved food was carried.

The meat and fish were soaked from one to three days in sea water before cooking. Only the salt fish were soaked, the fresh caught fish never required soaking. Potatoes were also washed in sea water. In other words, sea water was used whenever

possible to save on fresh water stored in tanks and so precious.

The fresh water was stored on the vessel in several iron or steel tanks, some below deck and some on deck. Those below deck were connected by pipes to a hand pump in the galley. The pipe entered the tank at the top and extended to the bottom inside so that if the pipe broke from the working of the vessel, the tank of water would not be lost. The tanks were painted on the inside with a heavy coat of cement. This had been applied when the tanks were first installed and renewed at about three to five year intervals. It was made by mixing Portland cement and water to a paint-like consistency. A man entered the tank through the man hole and applied a coating to all the inside surfaces with a large paint brush. This coat had been allowed to dry, the tank filled entirely full of water at the dock and then this water discarded. It was filled a second time with water for the trip just before departure.

All of the tanks were equipped with internal baffles or splash plates and as the vessel would roll, the water surged through holes in these plates. The baffles prevented the water from surging violently from one end of the tank to the other and possibly rupturing the tank. The tanks were never filled over 90% full, leaving ten percent for an air cushion. There was also a large vent pipe connected at the top of each tank somewhere near the center. The net result was that the water was under constant agitation in an atmosphere of fresh air. This kept the water so well aerated it had the same sparkle as a mountain stream. When water is stored in this manner it will never sour. Water stored in tightly stoppered wood casks, on the other hand, does not have this aeration and will usually sour and spoil within a month. Many of the early-day explorers lost fresh water through improper storage in tightly stoppered casks. They did not have steel tanks available to use as we did. The availability of aerated fresh water has contributed greatly to the comfort and livability aboard ships in more recent years.

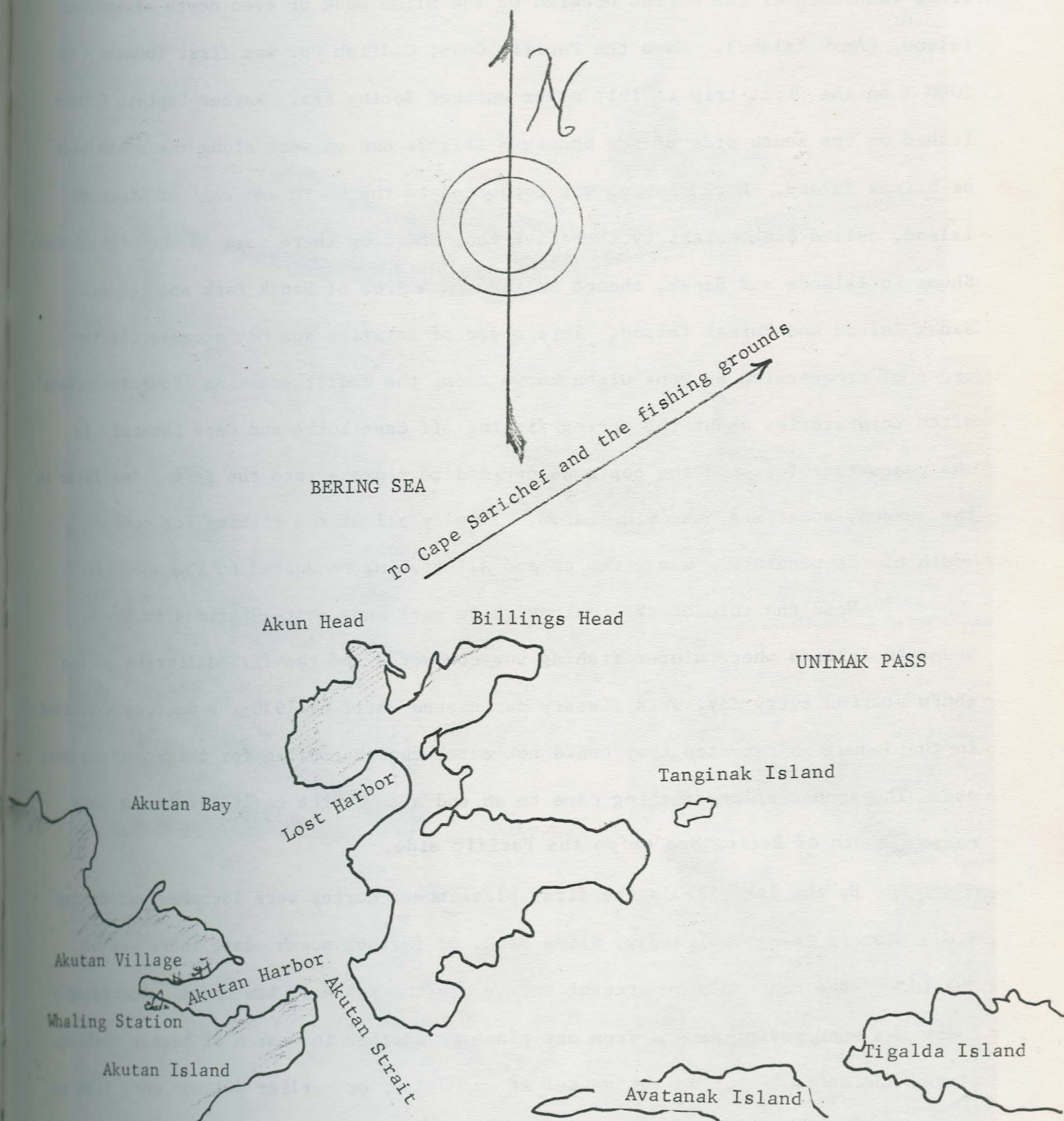
Many of the codfish schooners stopped in Lost Harbor when first entering through Unimak Pass where they rigged up the deck and hung the dories out in the davits. When this was complete they took the empty barrels ashore in the dories where they were filled from mountain stream, taken back on board and emptied into the water tanks so all tanks were full before fishing started.

By the Fourth of July most of the codfish schooners had been on the banks for two months and the water supply was by then running low. The SOPHIE CHRISTENSON was one exception to this general statement for she had sufficient for the entire voyage. Also the C.A.THAYER after the war and the CHARLES R.WILSON on the year I was on her in 1938. However for most vessels there were not sufficient tanks. By early July we might be on the Middle Grounds and about 125 miles from shore. One day a fresh NE breeze makes the sea too rough for fishing so the "Old Man" heaves the anchor and orders all sails set-- course SExE for the Hillocks. We sailed all day and by night or dusk at 9:30 P.M. we were off the Hillocks where we anchored for the night. Next morning at first light---say 3:00 A.M. we again hove the anchor and set all sails, heading to the east and closer to shore. We cruised along the beach all day, just far enough off shore to feel safe, looking for the mouth of the river. Finally we found it at dusk about five miles to the SW from where it had been on the previous year. This is normal as the river mouth shifts forth and back along the beach. We anchored for the night only three miles off shore and due to the closeness an extra watch was maintained for the night. Should the wind have switched to the N W and blew hard, we would have been in a dangerous position. Fortunately this did not happen.

The next morning breakfast was at 4:00 A.M. as usual. Immediately afterwards, the dories were launched, filled with empty barrels. We took these ashore and above the high tide line where we had to dig a hole in the small river bed to be able to bail out water. This time the barrels were filled by bailing water from the shallow river and pouring it into the barrels through a funnel and strainer. We did not want any feathers or other foreign material in our water supply. As soon as the first barrel was filled, the crew began the task of rolling them down the beach, into the dories, back the three miles to the vessel, hoisting them on board and dumping into the vessel's tanks. We were fortunate this time and at the end of one day had all of the tanks full again.

As soon as everyone was back on board, we hove the anchor, just before sunset, set all sails to a gentle NE breeze and proceeded back to the Middle Grounds. The return trip took one day and two nights, so the whole operation for water

required four days time. However, the first day was too rough to fish anyway so we only lost three fishing days. This provided us with enough fresh water to complete the voyage without another filling on the way home.



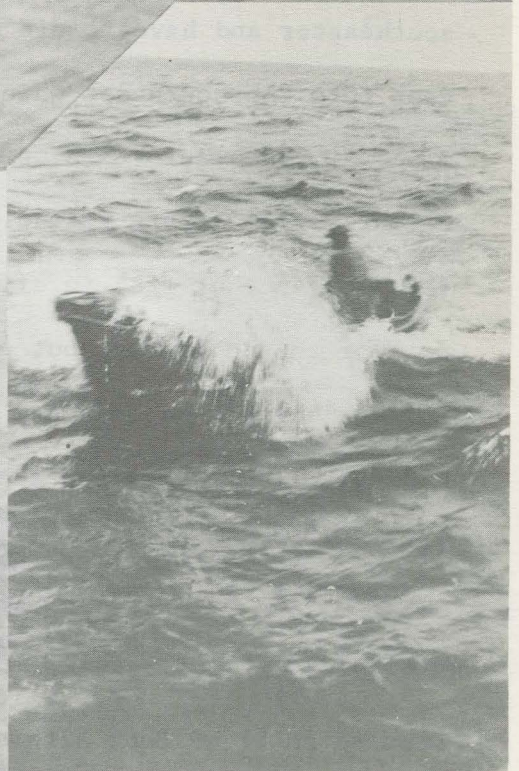
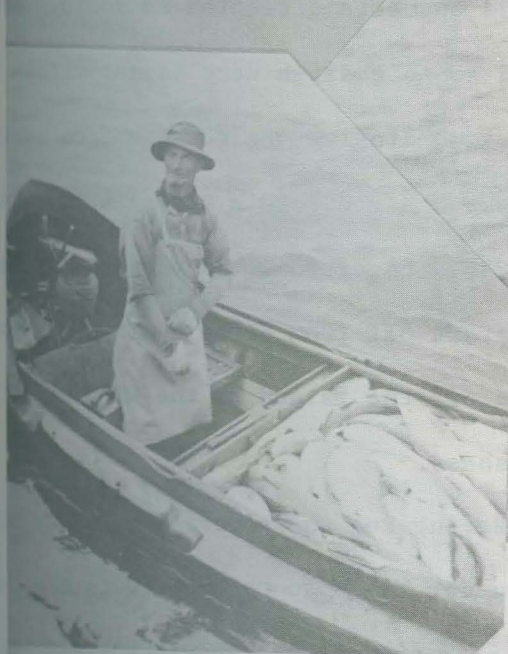
Map of the Lost Harbor/ Akutan Bay area where many of the codfish vessels entered to replenish their supply of fresh water.

The Season Progresses And The Vessel Moves Along The Banks

Fishing was first tried in Dublin Bay many years while other times the first launching of the dories occurred on the Slime Bank or even north of Snapper Island, (Amak Island). When the Pacific Coast Codfish Co. was first founded, the JOHN A on the first trip in 1911 never entered Bering Sea. Rather Captain Grotle fished on the south side of the Shumagin Islands and on west along the south side of Unimak Island. Dory fishing was conducted to the south and east of Simeonof Island, called Simeonofski by the fishermen, and from there west in the bight between Shumagin Islands and Sanak, thence on the south side of Sanak Bank and between Sanak Island and Unimak Island. This order of notation was not necessarily the order of progression as Hans Olson known among the codfishermen as 'Souredough Hans' often told stories about the spring fishing off Cape Lutke and Cape Lazaref. In the years that followed the captains decided to migrate into the Bering Sea later in the season, sometimes near mid season. Finally all of the fishing for codfish south of the peninsula was given up and all fishing conducted on the north side.

Near the turn of the century there were many shore stations in the Shumagin Islands where winter fishing was conducted and the fish delivered to the shore station every day. This fishery diminished until by 1930 the natives who lived in the Shumagins reported they could not catch enough codfish for their own personal use. The schooner/dory fishing came to an end also by the early 1910's for this reason south of Bering Sea or on the Pacific side.

By the late 1910's the first place where dories were launched was Bering Sea. Whether it be Dublin Bay, Slime Bank, or farther north east, there was no telling if the cod would be present on the day the schooner was there. Accordingly there was much moving around from one place to another in search of better fishing. If the dories came back to the vessel at 9:00 A.M. or earlier without more than say an average of fifty fish each, the fishermen would be held in until all had returned. Someone might not return on time so the Captain would 'set the jib'. This was the signal for all dories to return immediately. Then the dories were hoisted on board



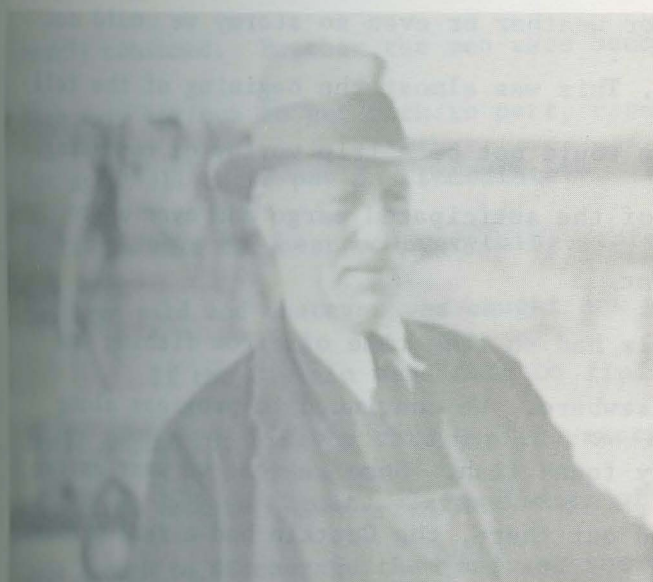
after which the anchor was weighed, sail hoisted, and the vessel moved to another location. If the wind were from the wrong direction, naturally we could not go. We might have to wait until later in the day and the wind changed before making the move. The moving was called 'making a berth'.

While I have seen some cod caught in Dublin Bay, it was more of a case of not passing up any place as the Captain never returned here after proceeding up the line of coast. Why? That was the rule and rules having been made many years before were adhered to for no other reason. The first location where good fishing occurred while I was there was on the southwest corner of the Slime Bank near Cape Mordvinof. One year Father caught over 80,000 fish there on Slime Bank before proceeding north of Snapper Island. It should be noted that the fishermen referred to the direction of northeast along the coast as north, and the opposite direction as south. Around Snapper Island there is shallow water and mud so no codfish were caught within fifteen or more miles on either side of the island. Accordingly, the passage from south of the island to the north side was a long jump and required a strong wind to make it in one day. Further, when passing the island the wind often would veer to another corner of the compass. Then again you might start off from Slime Bank with a good southeaster and have it die out entirely when off the island or the wind might even veer into the northeast which was then dead ahead.

The last years we sent vessels to Bering Sea there were few if any cod caught south of this island. For some reason not known to us there were changes in the abundance of fish in different locations. For instance, up until about 1925, some of the companies, but not the Pacific Coast Codfish Co operated shore stations in the Shumagin Islands and on the island of Sanak. These were very profitable for many years, but then the supply of fish diminished until by 1950 the residents had difficulty in catching enough fish for their own table use. The decline did not all occur in one year but over many seasons with only a few stations remaining in 1915, and these few diminishing in number until the end about 1925. Similar conditions occurred on Slime Bank although not as drastic. There were always some fish on

Slime Bank.

Upper; The schooner is fully loaded and ready to head home. The flag flying and the inner jib set out of the way up indicate the captain had called the dories in. The extreme deep condition of the vessel, the deck is almost awash indicate she is full of fish and no more room. Lower; left, Capt. John Cowin. Lower right Capt. Charlie Poss.



Well, back to the schooners. It was very seldom that a vessel remained on the same spot for more than three days of fishing. It appeared that the offal discharged overboard at one location caused the cod to depart elsewhere. Small moves or berths were made as the conditions warranted, at times being only three to five miles. One method during good weather was after the dories were hoisted on board for the night, to heave the anchor and drift with the tide. The tidal current ran at a rate of several knots during those days each month when the largest tides occurred. Thus we experienced no difficulty in drifting five miles in one evening, but only in the direction of the tidal current.

In a good weather year the vessel would launch dories up to 70 times, and other years they would be hard pressed to get them out 55 times. However, as the season wore on we moved up the line in the northeast direction.

May, the first month we fished, there would be one or two days of weather good enough to launch the dories in a row and then a like number or more of stormy days. Some years we got in at least part of 20 days while other years there might be no more than 10. This also depended on what day of the month the vessel arrived on the banks. As the season progressed the weather would improve greatly and the month of June was generally the best for weather. We could look for many days when it was calm which was ideal. The storms were less frequent and of shorter duration. The first week of July was very often poor weather or even so stormy we could not launch dories more than twice in the week. This was almost the beginning of the fall season. June had to produce fish or there would not be a trip worthy of recording. The end of June had to see more than 50% of the anticipated cargo and even up to 60%. This was the month that paid off best.

By mid season many of the vessels had to take time off from fishing and go for fresh water. That is described elsewhere. We continued to progress along the coast toward Bristol Bay and generally found fish. Some seasons we went as far north as Port Heiden. When fishing played out there, the Captain had a real problem. He would normally not retrace his path back to Hillocks, Cape Seniavin, or even Port Moller. For some reason this was not done. It might have worked out O.K. However

the direction of move was to the west so the vessel was off Hageimester Island or thereabouts. Other times the Captain went to the Middle Grounds. This was on the west side of the gulley. If fish were found there, they would be in quantity, but then again you might not be fortunate enough to find them. I think they were always there at that time of year, but if you missed them by ten miles, you might as well forget the whole thing. These fish were feeding on traveling feed and moved considerable distance some days. When fishing there, you might have to move several miles every other day just to keep up with them. Should you move in the wrong direction that was too bad.

July was therefore a month of searching for good grounds. The weather could be counted on to be generally good and should give 22 to 28 days when the dories could be launched. However, the season was already turning, the days were shortening and the calm periods were fewer although normally not so rough as to greatly effect the dories.

August was a month to treat as a gift should you be so fortunate as to find good fishing. The weather was still on the good side but the problem was to find fish. By now the hold should be nearing the full mark, or that point where you had hoped to fill it. On the larger schooners the hold was never actually completely filled. The vessel could not float that much. But the salt should be nearly consumed. Further the men were becoming tired of the long grind. Many of them were anxious to get back to port, especially those who did not have a family but spent all their pay day immediately. For the Captain and some of the crew who wanted to make the best of everything, this was the time to continue. All the bills had been paid and whatever was caught now was the profit.

If the Captain were able to find fish, the vessel might remain on the banks until August 20, however this was the exception. Other times they headed for home the first week in August. Several days of bad weather combined with poor fishing was enough to discourage them and set the scene for terminating the fishing. I do not know of any vessel that remained into September. It was the time we were tired.

Japanese Invasion Of Bering Sea

The Japanese started offshore fishing of the rich grounds of the eastern portion of the Bering Sea sometime in the late 1920s. Andy Shields reported that when he was a crew member on the CHARLES R. WILSON in 1928 that he was alongside a Japanese trawler. They were operating as a two boat team, that is, one boat launched the net and payed out one of the tow warps. The other vessel came alongside and attached their cable to the other side. When the net was taken in, one of the boats released the other's line after the net was hauled up, then the lead boat proceeded to take all the fish aboard. Should that vessel become full, the other vessel would take all the fish. Andy reported there were many codfish and flounder and very little else. The fish were delivered to a mother ship on the grounds every day.

Sometime later the Japanese brought a mother ship to the Bering Sea fitted out with six or eight 35 (approximate) foot open boats and king crab tangle nets. The first season I was in the Bering Sea, 1934, the Japanese were there with both trawler and king crab mother ships. These were somewhat troublesome to us. The noise from the engines of the trawlers had an adverse effect on the codfish taking the baited hooks, and the strings many miles' long of tangle nets were a constant problem to the dory fishermen as the dory anchor would become fouled in the net. Sometimes the fisherman could retrieve his anchor and in the process haul up a portion of tangle net from which he removed all the crabs he could reach. Other times our fishermen would drift into a net and lose the anchor. Father did not appreciate this.

One day in 1934, Father had the SOPHIE CHRISTENSON anchored off Cape Seniavin and the fishermen were out fishing. A Japanese school ship with many cadets came alongside, launched a small boat and came over with two officers decked out in gold braid from head to toe and three or four cadets. At the moment Father was out in one of the dories testing out an engine he had repaired when the Japanese came on board without having first obtained permission. Father was soon back and demanded that they "get the hell off my ship". They wanted to

bring thirty one cadets over armed with cameras and note pads to "inspect the manufacture". Again Father said "hell no, and get the hell off my ship". Eventually they left. Father was quite adamant about this, as up to that time the Japanese had not put up a successful pack of salt codfish and he was not about to give them the lesson, as they would then ship salt codfish into the U.S. at a lower price than the Americans could produce it. When Father reported this to the U.S. Coast Guard, they indicated that they, that is, the Coast Guard, could handle the situation.

The Coast Guard also informed Father the Japanese were making a survey of the coast, and in the future to be more courteous with the foreigners. Father had his own ideas about the Japanese which had a slightly different tact than the Coast Guard. After all, Father was attempting to earn a living by fishing, whereas the men in the Coast Guard were paid from tax monies collected from Father and other fishermen regardless of whether the fishermen could make a living. This running battle continued for many years, Father remaining polite only to the point that the Coast Guard would bring mail and a doctor when needed. Little did Father realize that without the fishermen there would be no need for the Coast Guard and those officers would then have been unemployed.

In 1935 the Japanese were back again with the king crab mother ship but we did not see any trawlers. However, they did bring another scientific vessel with cadets. We found them setting gill nets in the eastern portion of the Bering Sea where the red salmon school up before entering the rivers. This was to determine whether they could undertake a high seas fishery for salmon bound for the rivers of Bristol Bay. This was the forerunner of the Japanese predatory fishing on the Bristol Bay red salmon. Secretary of State Cordell Hull was not sympathetic to the American concern. Americans were not allowed to fish in those waters for salmon, for if this were allowed, the authorities could not exercise proper regulation. After the end of World War II the Japanese demonstrated how predatory they could be.

I was back in the Bering Sea during the 1938 season, this time on the CHARLES R. WILSON and Knute Pearson (Dempsey) was captain. We were fishing outside

Port Moller the latter part of May, and the Japanese were all around us and there was a large Japanese cannery steamer anchored somewhat offshore from us.

I remember one incident especially. It was a day we considered too rough to launch our dories, although the Japanese mother ship had launched the 35 footers that pick up the tangle nets. Sometime after our supper at 4:00 P.M. one of the Japanese boats came alongside and by hand signs they began begging for food. Their hands went first to the stomach, then the mouth, with a finger pointing inside, then with outstretched hands in a begging motion. The sequence was repeated several times. We gave them pie and several loaves of bread, and this brought happy smiles to their faces. Apparently they were also cold, as their boat had been out since early in the morning and there was no cabin or heat. For food they had a small charcoal burner on the stern where they cooked some flounders and small crabs that had become entangled in their crab nets. Otherwise there was no indication that they had any other food.

Then on the night of May 24, Father sent his most famous message:
BERING SEA COVERED WITH JAPANESE FISHING BOATS AND NETS NORTH OF BLACK HILLS.
NO CUTTERS AROUND. WE HAVE GOD GIVEN INSTINCT TO SHOOT STRAIGHT. PLEASE SHIP
DOZEN HIGH POWERED RIFLES, PLENTY OF AMMUNITION. DUPLICATE FOR WILSON.

Naturally everyone with a radio telephone intercepted the message and those of us on the WILSON heard the boats repeating the message on down the coast. The word reached Seattle via the other boats long before the cannery in Bristol Bay had relayed it to the Alaska Communications network. The result in Seattle was fantastic. The Seattle newspapers carried the story and at least that portion of the message dealing with guns and ammunition. The Coast Guard vowed there would be no guns sent to Alaska and that they could handle anything.

George Shields in the Seattle office was well aware of what it was all about, much more so than the Coast Guard officers. Then when the news spread through the papers and radio, several letters came to the office from men who desired to sign on for the "one man war". All of these were shown to the newspapers and they printed the story, each day with more flavor and in more

detail. To this the Coast Guard made it more emphatic that they would not tolerate guns being shipped out of Seattle. To all of this the Alaska Fishermen's Union officers supported vocally Father's position: "get rid of the Japs". There was even a question of examining the suitcases and sea bags of the salmon fishermen going to Bristol Bay by steamer.

The story made the national headlines and the adverse effect on the retail sales of Japanese goods in the U.S. was very noticeable. Further, at this time the Japanese were not in full favor with the American people because of the atrocities being perpetrated against some of the people in the Asian countries then being taken over by Japan. The net result was that desired by Father, namely the Japanese removed their fishing fleets from the eastern portion of the Bering Sea. Father won out. The history accounts and the memories of those active on the waterfront in the late 1930s contains one chapter on "The One Man War Against Japan".

After the end of hostilities in the war with Japan, there were several treaties drawn up and signed by both parties. Our great State Department gave away to the Japanese what they could not get in 1935-38 by fishing effort and exploration or the war effort. The pen is mightier than the sword. Thus began the incursion of the foreign fishing fleets off the shores of Alaska. Immediately after the War, Father attempted to gather the West Coast fishing industry behind him to stop the foreigners before they attained a foothold. The fishermen reiterated that they were not going to fight Shields' War, that the foreigners would never be seen on the coast of Washington and Oregon. How little did they realize the size of the foreign fleets that would appear on our local shores and completely decimate the fishery until finally Congress enacted the 200 mile fishing limit. The State Department is still willing to give the foreigners the lion's share.

SOPHIE CHRISTENSON'S Squaresail

Father became captain of the SOPHIE CHRISTENSON in 1933 and this was his first experience on the codfish grounds of Bering Sea. He discovered through experience in both 1933 and 1934, that the vessel had to be moved many times on the fishing grounds and the preferable time was after all the dories were on board for the night. Further, it required most of the fishermen to set one or more of the large fore and aft sails which were required to make even a small move of three to five miles. Likewise, a sizable crew, generally from the dress gang were needed to lower the sail and make up the canvas in a tight roll on the boom and gaff. Father decided during the winter of 1934-35 to install a standing yard on the foremast. This rig had been done on some of the larger schooners in years before when they were engaged in the offshore lumber trade. Father already had all the necessary iron work for slinging the yard that he had purchased years before from Nieder and Marcus at a time when they were scrapping other sailing vessels.

The new yard was accordingly made along with two sails, one for each side. The yard was seventy five feet long, having been turned by the Spar Manufacturing Co in Ballard and the sails were made in our own sail loft in Poulsbo. The idea worked fine as Father and Harry Oosterhuis, the night watchman could set and secure the sail (s) without other assistance. The sail was made with one side secured to a steel wire stretched from the crosstrees to the deck on each side of the mast, the lower end being secured to the fife rail that was constructed at the mast, and these two wires were parallel to the mast for the full height and about 10 inches away. The yard was slung about five feet below the crosstrees. On each side of the standing yard there were a series of steel hoops that could slide along the yard. The top edge of the sail was lashed to these hoops and could be set by hauling the sail out along the yard similar to a draw drape in a house. The sail was secured (furled) likewise by drawing the top end back to the mast. Then there were other lines that went around the sail, being fastened to the steel wire at the 1/4, 1/2, and 3/4 points so they could squeeze the bunch of hanging canvas tight along the

vertical wire. There was also a ratline type ladder secured with one end of each rung on each wire so a man could climb up and make additional securings.

With the use of the squaresail, Father and the watchman could set this sail without additional help from the rest of the crew. Thereby Father could make a berth of several miles, especially to leeward without other help other than for hoisting the anchor which required the day man to run the engine and one man in the chain locker to stow the chain as it came on board. All in all, the standing yard was a fine addition. Further, when the vessel was sailing to and from Alaska, the sail could be used to great advantage during a fair wind. When all the lower sails were set, only the windward half of the squaresail was set, the other half being behind the foresail where it would not fill with wind. The following year the yard was shortened to 60 feet to reduce the top weight.

When the U.S. Army requisitioned the SOPHIE CHRISTENSON in late fall of 1941, the agreement with the Government allowed Father to remove the yard and associated hardware. It was then installed on the CHARLES R. WILSON, the only codfishing vessel that was not taken by the Government. The yard was far too heavy for the little vessel and had to be removed at the end of the season. All that weight caused excessive strain on the rigging and hull.

The codfish schooners were often fitted out with another type of square sail. This consisted of a short boom about ten feet long on the top or head of the sail and it was hoisted by the same halyard used for the forestaysail. On the lower edge or bottom of the sail another boom was attached and this one was about forty feet long. The sail stretched between these two booms with the height of sail such that the lower boom would be horizontal and about three feet above the top of the forward house when the sail was hoisted. The head was just under the forward side of the crosstrees. Tackles were attached to both ends of the lower boom and the one on the lee side tightened so as to force the boom out to windward on the weather side. The end also had tackles leading forward and aft as well as down to hold it in place. It sounds awkward but in practice it was very useful. Such a sail is shown on some of the pictures of the C.A. THAYER.

SOPHIE CHRISTENSON On The Beach At Port Moller

Father was not known for using caution when it came to sailing the SOPHIE CHRISTENSON. Several times when I was with him, I felt he was carrying considerably more canvas than good judgment would suggest, especially for a vessel of the age of his flag ship. Should the WAWONA be ahead and Father think he could beat her into the Pass, then look out. Further, the old schooner had a long history of throwing butts, that is, the vessel would work or twist in the seaway and finally one of the caulking seams on the end of a plank under the counter or stern would come out. Then the sea water could pour into the vessel, or to put it more in layman's terms, the vessel had developed a bad leak. In the spring one year, Father was racing the WAWONA when Captain Tom Haugen was there. The SOPHIE was considerably the larger of the two and by this measure alone could stand more driving in a given sea condition. Well, Father made it to the Pass without mishap but the WAWONA tore up several sails.

In the spring of 1939, Father was cracking on to take advantage of a fair wind. However, the forestay on the vessel carried away. This was serious, but by quick action to reduce the sails and install other preventer wires, no other damage occurred on deck. The vessel was strained to the point that several seams were opened up and the vessel was making water. The pumps were put to work and it was found that by almost steady pumping the hold, she could be kept dry.

The passage through Unimak Pass that year was most difficult, with the vessel having to be anchored several times while the wind blew with gale force from the Bering Sea direction. Finally they were able to proceed into the Bering Sea. Fishing was tried on the Slime Bank without much success. The vessel was moved to north of the Island and then farther, to Nelson Lagoon. Here good fishing was found.

Then on May 28, they experienced a strong northwest gale. On this day the log book entry showed Father had 35,000 fish so far, the WAWONA under Capt. Tom Haugen had 10,000, while the AZALEA under Capt. John Grotle had not launched the dories for the first time as yet. The next day the dories caught

3800 good fish but the log also notes the vessel was now leaking about three inches per hour. On the following day, May 30, Father called the Coast Guard and requested a tow into Port Moller where the damage could possibly be repaired. The U.S.C.G.C. HERMES came to the schooner's aid and towed the vessel to an anchorage in the channel at Port Moller, and then it departed.

On June 1 the vessel was towed by 14 dories toward the cannery wharf where Father intended to set the vessel on the beach at high tide so that the underbody could be examined and repaired. The outgoing tidal current caught the vessel and set her on the beach near the end of the sand spit, not where Father desired. At low tide, the necessary caulking work was accomplished on the starboard side of the hull and the schooner again floated off on the high tide the same day. All was well so far. The channel did not have sufficient depth of water northeast of the cannery wharf for the vessel to proceed there, so they anchored southwest of the wharf, still in the channel, with one line to the wharf and another straight in to the shore. The night of June 1 was calm with the vessel just touching the beach on the after end of the keel.

On June 2, the day came in with a gale out of the southeast. The vessel could not be turned around so that the port side would be exposed and repairs made there. June 3 the weather was even worse as by now the wind had reached full gale proportions still from the southeast where there is a full sweep across the mountain range and then across the bay. By noon Father estimated the wind strength at 55 kts, probably based on a wind gauge at the cannery. The vessel drifted ashore. The seas were breaking clear across the vessel. During the low tide that day the wind moderated somewhat and even though there was still three feet of water around the schooner, the men were able to complete the last of the repairs. At the tip of the high tide that night, 11:30 P.M., a severe squall came out of the southeast and the mooring line to the wharf parted. The bow of the schooner was then forced high up on the beach. She was now in a position from which the combined crew and cannery force with their small tender could not extract her. Outside assistance was required and soon. The log entries for the next few days show the efforts spent by Father to obtain help

from the Coast Guard and commercial tugs. Part of the shoe, that timber on the lower side of the keel was torn off by the storm and came floating up alongside.

Both Father and the crew members had considerable doubt that the SOPHIE CHRISTENSON could be refloated and if this were not possible the vessel would soon become a total loss. Accordingly, Father decided that the fish should be removed before the vessel might fill with water, as this would damage the salt cod by removing the salt and allowing decay to proceed. Father agreed to pay the men for the time they spent removing the cargo. The crew was put to work removing the salt cod from the hold and placing it in burlap sacks that were obtained from the cannery. The fish was then shipped to Seattle by the Alaska Steamship Co. vessel LATOUCHE.

On June 10, the log book notes that the tug MATHILDA FOSS had departed from Sand Point in the Shumagin Islands on the Pacific side bound for their assistance. On June 12, at 6:00 A.M., the MATHILDA FOSS arrived. She tied up alongside and began the task of dredging a channel from the SOPHIE CHRISTENSON to deep water in the channel. The tow boat, being much smaller than the schooner, could float while the larger vessel was aground. The tug worked her engine so as to move the light volcanic sand with the current from the propeller. First moving the sand in one direction and then in another, but always away from the schooner where the storms had built a large ridge of sand alongside the vessel. At low tide, the tug had to move over to the cannery wharf to prevent herself from going aground. Then the tug captain changed his position so as to thrust the propeller wash under the schooner. Soon the muddy water was seen to be coming up on the*port side which was next to the beach, thus a hole had been excavated under the keel. This was a good sign. The tug was moved slightly alongside the schooner so as to widen the opening under the keel until by 6:00 A.M. on June 14, when they had to stop on account of the tide, there was an opening 50 feet wide from below the foremast to the main hatch. The tug returned at 2:00 P.M. and by 5:00 P.M. had the vessel afloat, and then moored her to the cannery wharf. The schooner remained at the cannery wharf the next day while

preparations were made to return to fishing. The vessel was now tight and not making any water. Father managed to talk the cannery superintendent into giving him 2000 gallons of fresh water. Under normal conditions no water was available from the cannery at this early date in the season, as the water line from the ponds nearly a mile away was not yet connected. It is opened up every fall and drained to prevent freezing, and not until mid-June is the area sufficiently safe from night freezing that the line can remain full of water without danger.

At 5:30 P.M. on June 16 with everything back in seagoing condition, the MATHILDA FOSS took the schooner in tow out through the narrow entrance and then northeast to an anchorage on the fishing ground off Cape Seniavin. The MATHILDA FOSS returned to Sand Point and had a considerable amount of sand to remove from the piping systems in the tug. Fortunately, the engine cooling water pipes did not become clogged during the operation. From then on the SOPHIE CHRISTENSON experienced very good fishing and returned in August with a total catch for the summer of nearly 360,000 fish. The log entry on August 8 states that the dories were launched at the usual 4:30 A.M. time but the wind sprang up from the north and by 7:00 all the dories were aboard with 2000 fish. Then the entry states "hove up, sailing SWxS everything set G O I N G H O M E". Evidently Father was happy to see the end of that season, as that is the only log book entry in capital letters.

This episode of leaking was not the first one for the SOPHIE CHRISTENSON during the time Father owned her. The first occurrence was in 1927 on a voyage from Vancouver B.C. to Suva in the Fiji Islands under Captain Hans Anderson. That story is included in the account by Andy Shields who made the voyage as a seaman. Then again in 1932 when Capt. John Grotle took the vessel to the Bering Sea, when on the return portion of the trip and still several hundred miles west of Vancouver Island a severe storm started the caulking again with the result that she began making an excessive amount of water. Assistance was requested from the Coast Guard, resulting in the U.S.C.G.C. SNOHOMISH being dispatched from Port Angeles to tow the schooner into safe harbor at Neah Bay where a commercial tug took over and continued the towing to Poulsbo. Then once

more, this time in 1941, good old faithful that she was, she again threw a butt under the port counter or stern. Water could be seen in the store room in the stern running down to the bilge. The leak was under the skin where repairs could not be made from the inside of the vessel. The leaking began near the end of the fishing time in the Bering Sea with the result that near-continuous pumping was required from then until after the vessel had been unloaded and the lightening of the vessel raised the leaking seam above the water line.

The leaking seam was always in the same location under the port counter on the end of one of the planks. I have since learned that this was a common fault with some vessels as the shipbuilder did not properly space the ends of the planks in the region where the planks were tapering down. As the planks went aft and were narrowed down, at some point the two planks finally became the width of one plank. The builder cut the after plank so that one of those forward would butt the end and the other plank would be butted several frames farther aft. At times the shipbuilders spaced the butts only two frames apart. Working of the vessel when in a seaway caused movement of the joints and the result was that one or more caulking butts would loosen until the caulking fell out. From then on the vessel had a severe leak. This appears to have been the problem with SOPHIE CHRISTENSON.

Pacific Coast Codfish Company

PRODUCERS AND PACKERS OF

Finest Alaska Codfish

AT POULSBRO, WASH.

Office: PIER 1
SEATTLE, WASH.
Sept 22 1939

Department of Commerce.

Bureau of Marine Inspection and Navigation

Seattle Wash.

Dear Sirs,

In reference to your favor of the 19th of Sept. Your file 6000 in re Sophie Christenson.

The Sophie Christenson is as you know a four mast sailing vessel. We left Seattle on April 13th 1939 in tow of the tug Anna Ross and towed to a point outside Capt Plattery. From there we sailed to Unimak Pass arriving about 25 miles S E from the Pass in the morning of May 5th. At that point a hard N W wind blew up and we beat up to and anchored in the lee of Tigalda Island. We remained there until the morning of May 8th when we proceeded towards the Pass but found the wind blowing very hard and straight through the Pass from the West. We sailed E x N and Anchored off Arch Point (Unimak Island) during the afternoon of May 8th, the wind blowing directly off the land. We remained there in smooth water but strong wind off the land until the evening of May 11th when the wind went down and we proceeded to go through the Pass. About Midnight when we were abreast of Scotch Cap Light the wind came up from the N N W the weather was hazy but it was pitch dark and to clear Akun Head we had to hold her close to the wind which increased to gale force. The following morning we found we were leaking about 2-1/2 inches per hour and as we were intending to remain at sea for four months and load six or seven hundred tons of fish, the outlook was very dark. The blow continued until May 14th. On May 13th we had anchored between Capt Sarachief and Cape Moncanoff. While there the Anna A a vessel in the service of the U S Bureau of Fisheries came to us with a man who had gone on her from Arch Point to the Hospital in Dutch Harbor to have a tooth pulled. The weather was so bad the Anna A stood by for 24 hours before he could be transferred to my vessel.

We started to fish but the leak continued the same, being more whenever there was rough weather. It was very difficult to determine just what to do.

On May 31st the cutter Hermes towed us from a point off Nelson Lagoon into Port Moller as the crew did not want to take the chance of catching a trip of fish and possibly lost it through the vessel leaking. The Hermes anchored us in Port Moller Bay and went away, while in company with the Mate of the Sophie Christenson I looked for a suitable place to put the vessel on the beach at high tide and if possible caulk her butts put the vessel

at low tide. May 31 was a very fine day and we accomplished this so far as the starboard side was concerned that day.



Pacific Coast Codfish Company

PRODUCERS AND PACKERS OF

Finest Alaska Codfish

PLANT AT POULSBORO, WASH.

Office: PIER 1

SEATTLE, WASH.

We found that the caulking had become loose in some of the butts, and as we had oakum, caulking tools and cement on board, besides some we bought from the Port Moller Cannery, we finished the starboard side on that tide. That evening we floated the vessel off the beach at high tide and turned her around and put her on at a different place which we had found at low tide that day.

During the night of May 31 a S E wind strung up and on June 1st it was too rough to work on her as the sea was hitting her port side and splashing up. On June 2 a S E howler came up which drove the vessel up higher on the beach. The beach was soft black sand no gravel or rocks in it.

The soft sand was such that the anchor which we had dropped before we went on the beach would hold nothing, so we arranged with the tug Mathilda Foss which was at Sant Point to come to ~~Sant Point~~ ^{Port Moller} to take us off. In the meantime the Hermes had returned with a hauset but as it was still blowing S E (the S E blow continued 11 days) he was unable to come close and had other work to do so could not stay. The Mathilda Foss came to Port Moller and with the ~~current~~ ^{current} from her wheel washed away the sand so we slipped into the hole afloat and he then towed us into Bering Sea. As he could not work at low tide we succeeded in caulking the port side butts at low tide, the cutter Hermes having procured more oakum and cement at Dutch Harbor when he was there for the hauset.

We had bundled up what fish we had on board and shipped it to Seattle on the steamer Latough which had come to Port Moller. The vessel was floated on June 13th, and we were fishing again on June 16th (June 15th we were ready but it was too rough to fish). We continued to fish until Aug 8th when we hove up and proceeded to Seattle arriving Aug 30th.

It may interest you to know that we in spite of this mishap landed the largest trip of codfish ever caught by any American vessel in any year or port since codfishing started in the U S A. *total catch 681 tons*

So far as I know no damage was done to the Sophie Christenson while beached, but we got the butts caulked and proceeded to to the ultimate record catch which we safely landed at our plant at Poulsbo Wash.

Yours very truly

Owner and Master of Sophie Christenson.

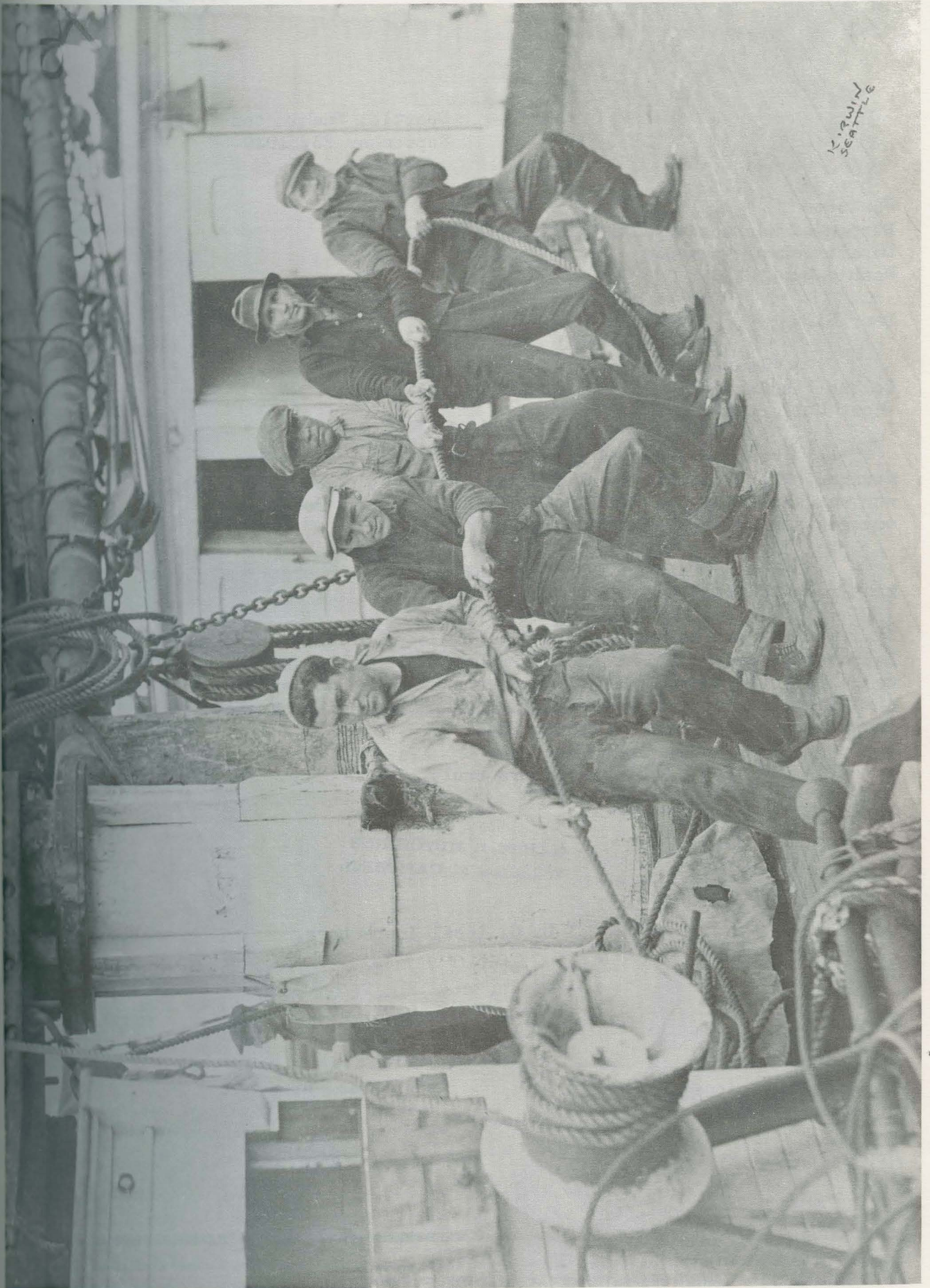
Pacific Coast Codfish Company
Pier 1
Seattle, Washington

We acknowledge receipt of your letter of the 22nd instant, relative to your Schooner "SOPHIE CHRISTENSEN."

This Board wishes to compliment you on your report, it being most complete, and a very interesting narrative of the contentious conditions that our fishermen are sometimes forced to face.

DANIEL B. HUTCHINGS
WILLIAM M. CAMPBELL

U. S. Local Inspectors



374-655
LINDSEY
12-2-21

✓
~~6000~~

Seattle, Washington
September 23, 1939

Director
Bureau of Marine Inspection and Navigation
Department of Commerce
Washington, D. C.

Dear Sir:

Please refer to our telegram of June 13th relative to the Fishing Schooner "SOPHIE CHRISTENSEN" ashore at Port Moller, Alaska.

We have received a letter from the President and Manager of the Pacific Coast Codfish Company, Mr. J. E. Shields, who was Master of the "SOPHIE CHRISTENSEN" on its recent voyage, and to which our telegram referred.

The "SOPHIE CHRISTENSEN" was grounded in order that repairs could be made to the hull.

We are forwarding ^{to} the Bureau a copy of the letter received at this office from Captain Shields, because we believe the Bureau will be interested in the complete account contained in that letter of the discouraging conditions confronting our fishermen in Bering Sea.

Yours truly,

DANIEL B. HUTCHINGS
WILLIAM M. CAMPBELL

U. S. Local Inspectors.

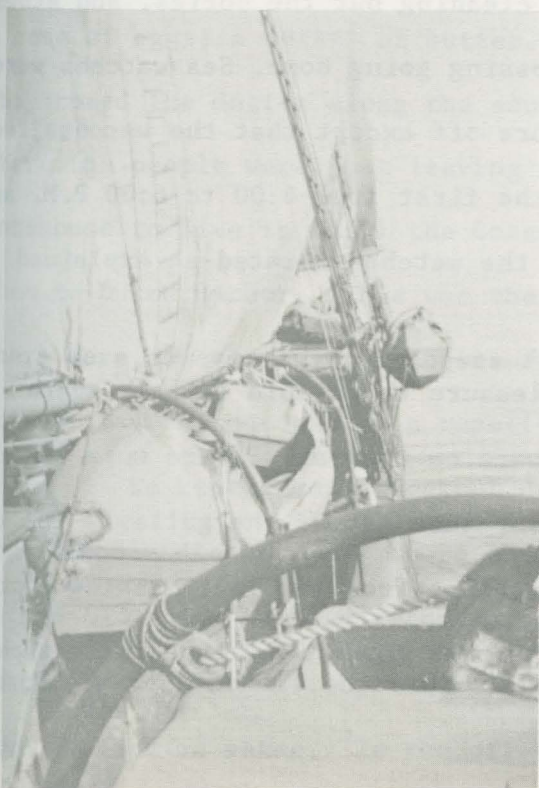
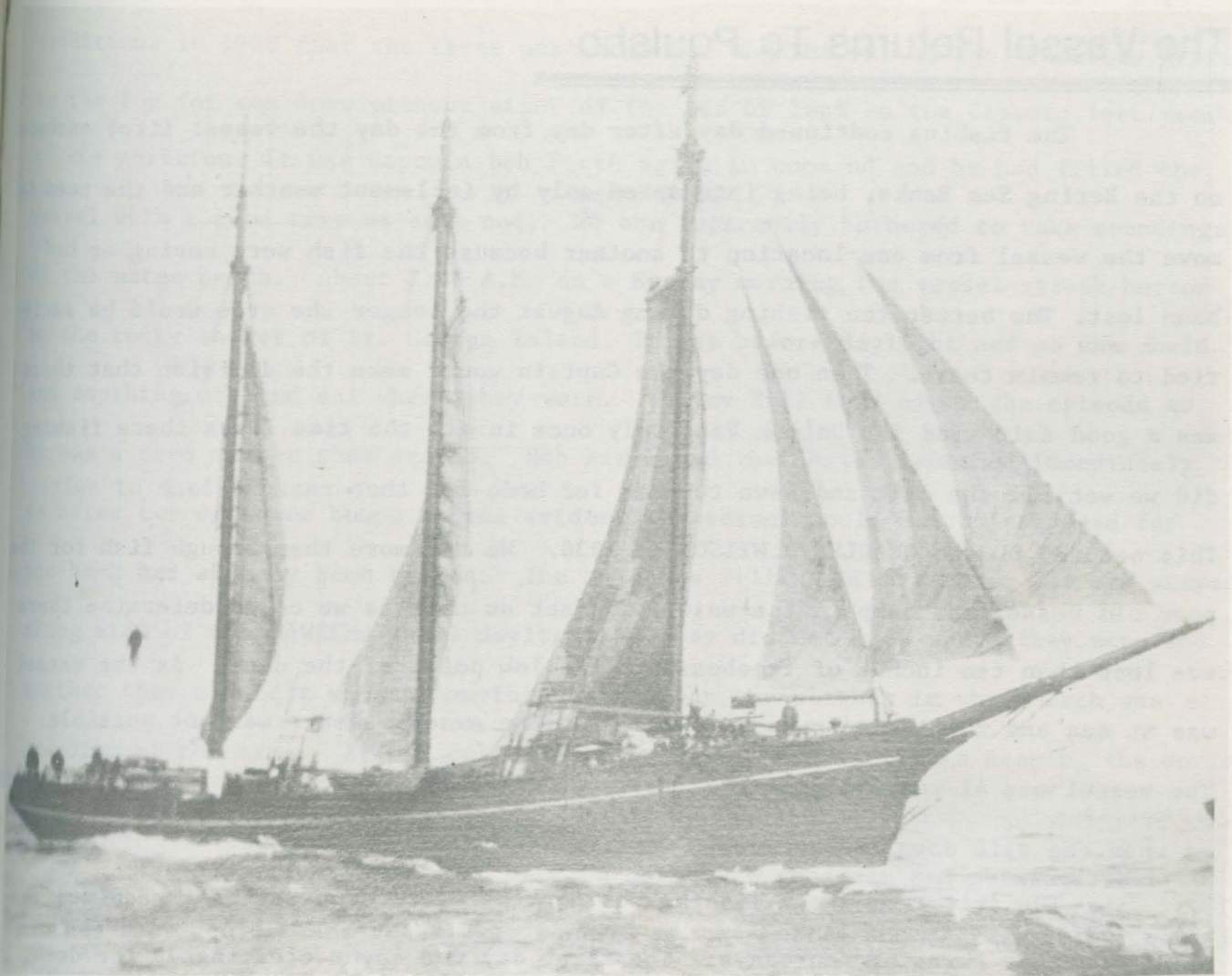
DN

Encl.

Through the
Supervising Inspector
Seventh District.

Copy, 9-23-39, re

Schooner C. A. THAYER under sail in Bering Sea circa 1930. Picture was taken from another codfish schooner as the second schooner's dories show in the water to right.



The Vessel Returns To Poulsbo

The fishing continued day after day from the day the vessel first anchored on the Bering Sea Banks, being interrupted only by inclement weather and the need to move the vessel from one location to another because the fish were moving or had been lost. The better the fishing during August the longer the crew would be satisfied to remain there. Then one day the Captain would make the decision that there was a good fair wind for Unimak Pass. Only once in all the time I was there fishing did we wet all the salt and have to head for home for that reason, lack of salt. This occurred on the CHARLES R. WILSON in 1938. We had more than enough fish for the poor old vessel was deep in the water. In fact as near as we could determine there was less than ten inches of freeboard to the low point of the deck. As the vessel was at sea and rolling somewhat all the time, an exact measure was not possible. The vessel was 41 years old at the time and naturally did not have the same strength as when she slid down the builder's ways in Fairhaven, California.

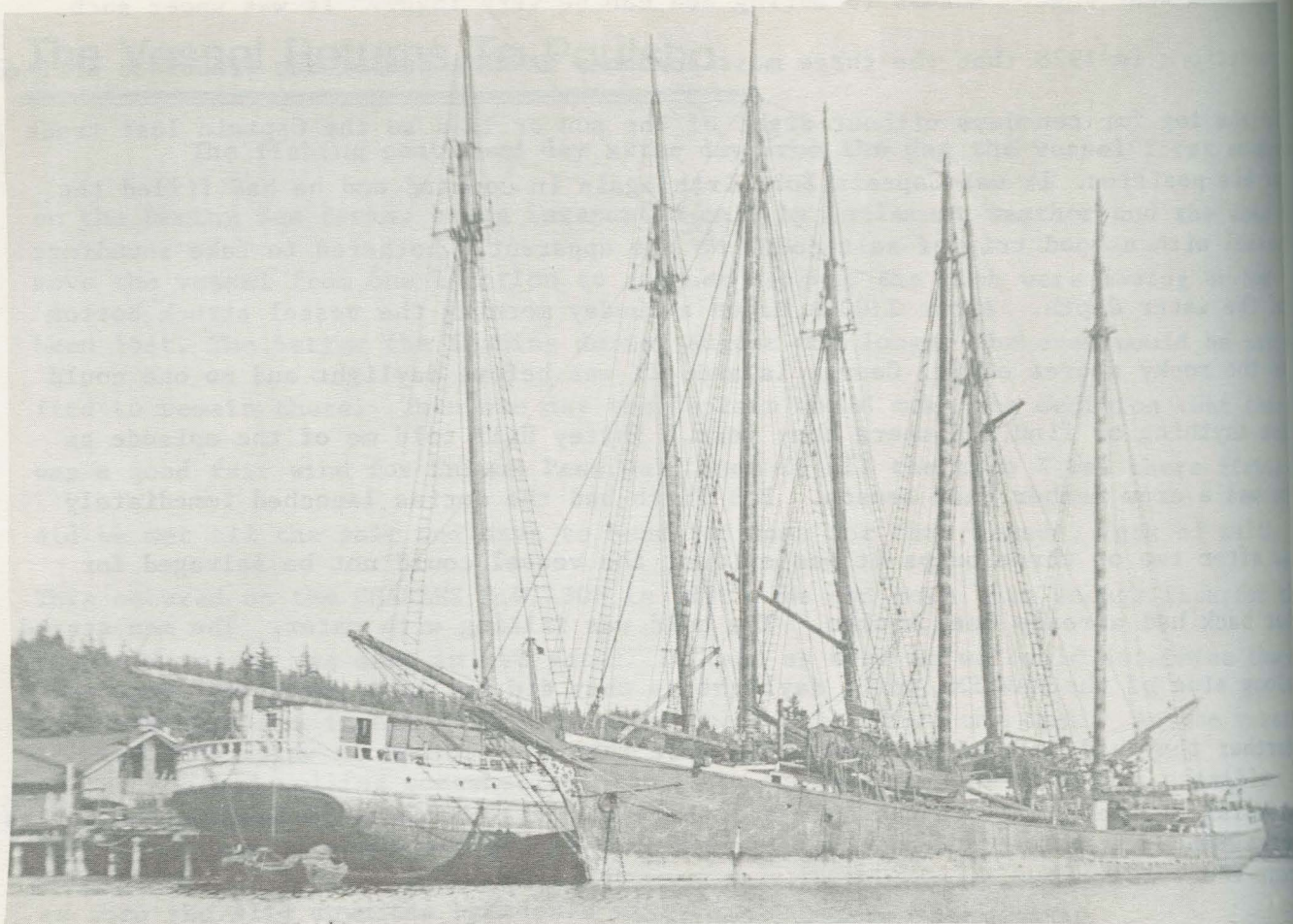
The trip from where fishing was terminated to Cape Sarichef required normally about three or four days. The first day was spent clearing up the deck, taking down the checkers and splitting tables, cleaning out the dories, and stowing them where they would be safe for the ocean crossing going home. Sea watches were again routine, four hours on deck and eight hours off except that the watches from 4:00 to 8:00 P.M. were broken into two halves, the first from 4:00 to 6:00 P.M. and the second from 6:00 to 8:00 P.M. By so doing the watches rotated as explained before.

When the deck was cleared it was a pleasure to be able to walk again the full length of the deck. All the time we were on the banks there were the checkers to prevent walking other than on the poop deck or just aft of the galley. It was another world. During this time when we were sailing from the last fishing spot to the entrance to the Pass, fog was the general weather condition, especially when

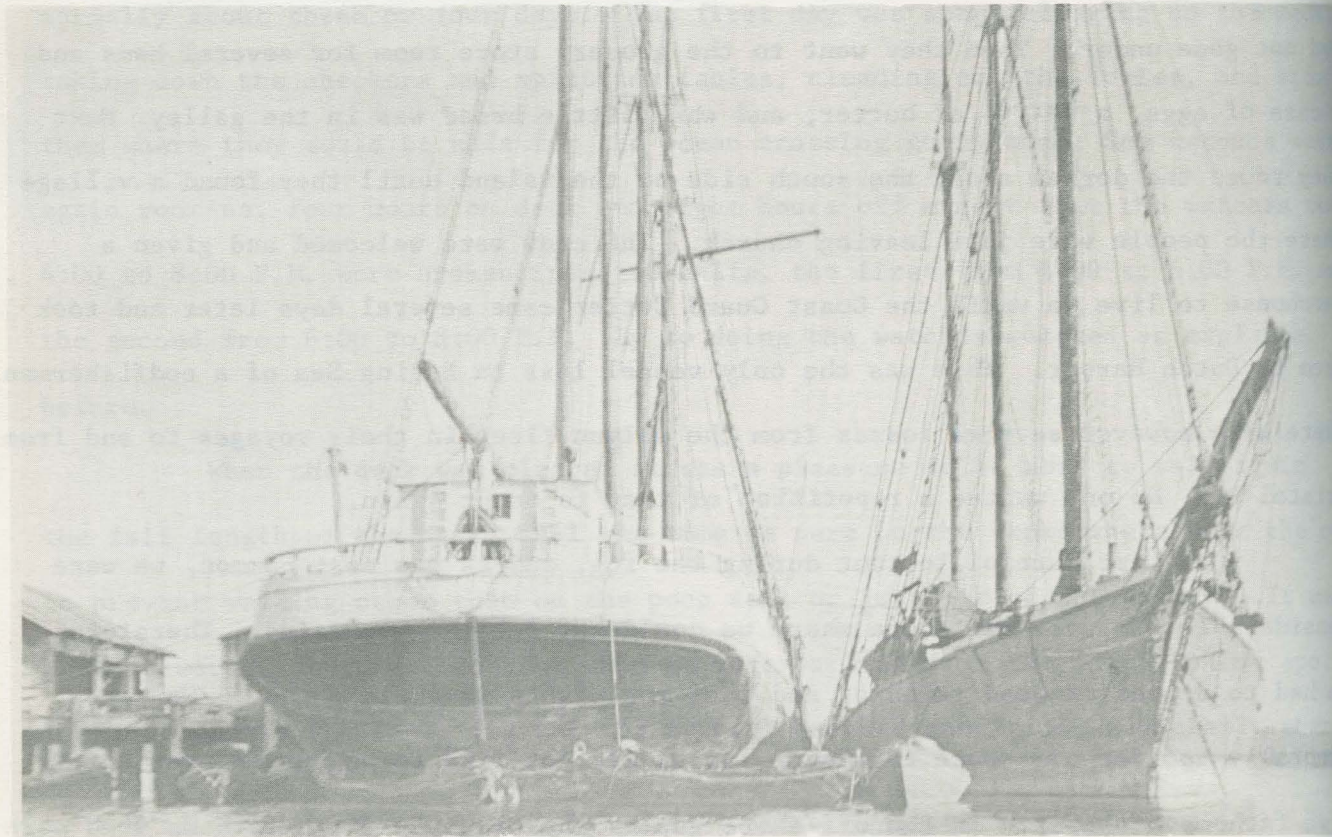
the wind went down. August in Bering Sea can be very foggy. It was under such conditions in 1928 that the three mast schooner MAWEEMA out of San Francisco drifted in the fog for ten days without sight of the sun or land so the Captain lost track of his position. It was Captain Bob Firth again in command and he had filled the vessel with a good trip of salt cod. No one apparently bothered to take soundings of the water depth. About 2:00 A.M. on a Sunday morning the vessel struck bottom on the rocky shores of St. George Island. It was before daylight and no one could see anything or find out where they were. Whitey Hill told me of the episode as he was a crew member that season. Bob Firth had the dories launched immediately as after two or three bumps it was evident the vessel could not be salvaged for her back had already been broken. The hold was filling with water. The men stayed along side of the MAWEEMA until daylight as they did not know where they were and further they had left without anything more than the clothes in which each was standing at the time. It was calm and there was no difficulty in keeping the dories near the vessel.

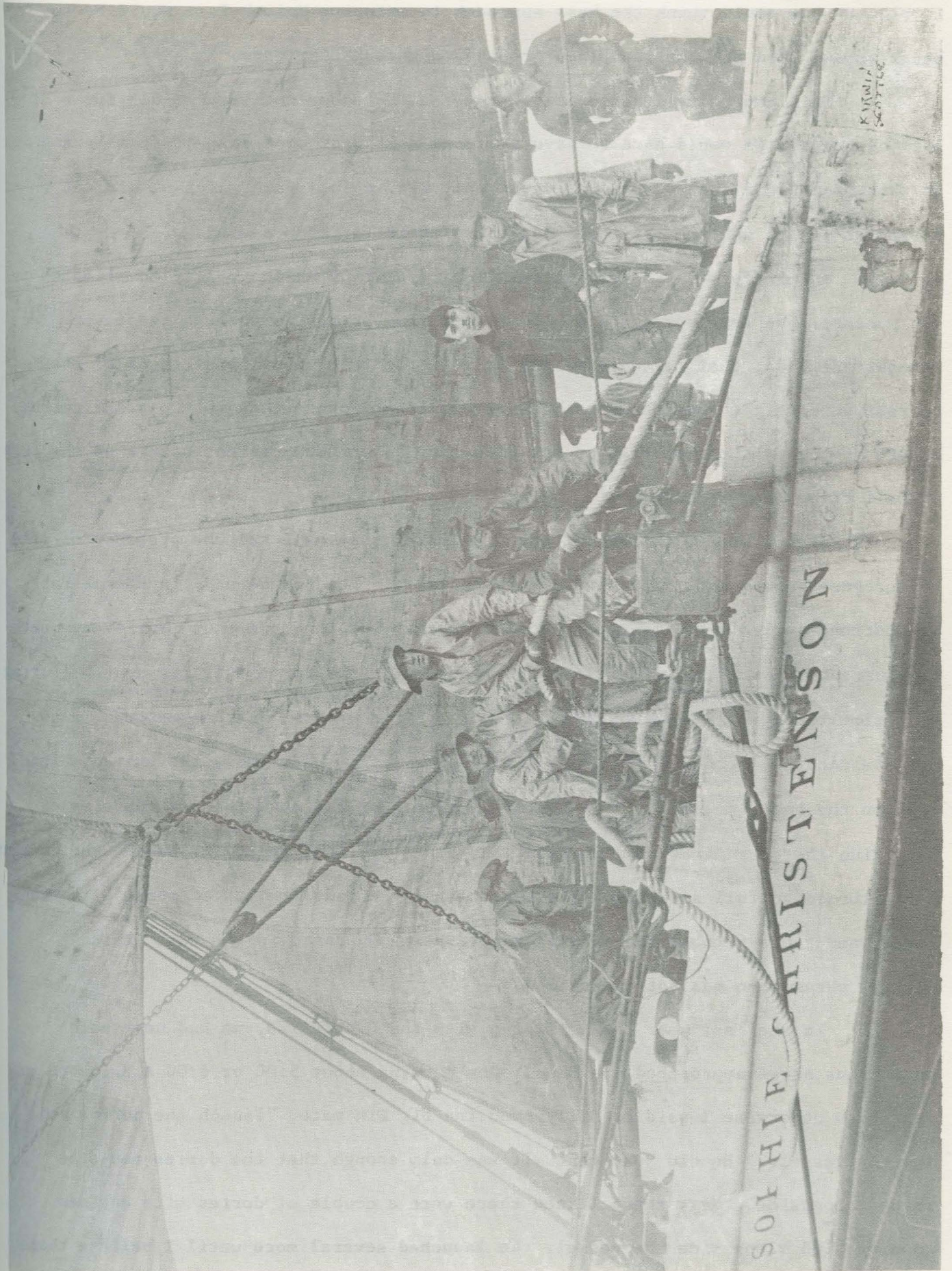
With daylight they went back on board the schooner and obtained what clothes they could. The vessel was resting on the bottom and therefore the foc's'le had not gone under. Then they went to the grocery store room for several hams and a case of eggs, a barrel of butter, and what little bread was in the galley. Next they rowed the dories along the south side of the island until they found a village where the people were just leaving church. The crew were welcomed and given a warehouse to live in until the Coast Guard Cutter came several days later and took them to Dutch Harbor. This was the only vessel loss in Bering Sea of a codfisherman. There were however several losses from the salmon fleet in their voyages to and from Bristol Bay. No one wanted a repetition of that to occur again.

We kept careful lookout during the fog, and as was most common, we were considerable distance off shore where we could not see the mountains. Therefore we had to depend on dead reckoning and what sun sights we could obtain. We were generally too far off shore to anchor, as we did not like to anchor in over thirty five fathoms of water. In the off-shore gulley the depth is fifth fathoms with more



With daylight they went back on board the schooner and obtained what they needed. The vessel was resting on the bottom and therefore the fact that it was not afloat was not a great matter.





USS ALBATROSS

K. W. WILSON
SCOTT

in places. One would think the best approach to entering Unimak Pass would be to sneak around Cape Sarichef and then proceed on through the Pass.

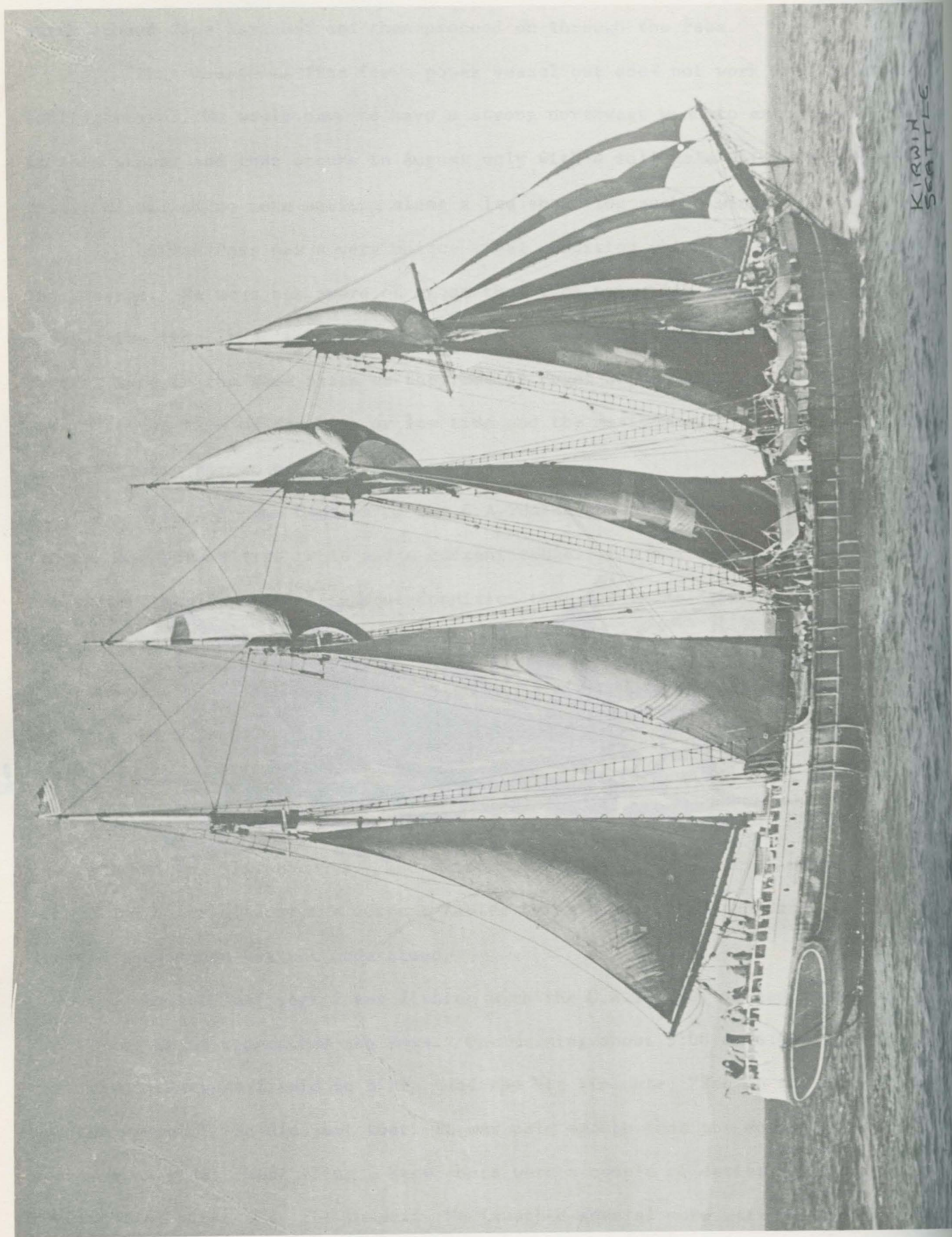
This course is fine for a power vessel but does not work at all for a sailing vessel. We would have to have a strong northwest wind to exit from Bering Sea in this manner and that occurs in August only with a full gale which we did not desire at all as we were sailing along a lee shore for such a wind.

Unimak Pass has a very unique tidal condition which greatly complicates the passage. We were not aware of it at that time primarily through ignorance. We thought the tide, that is the rise and fall of the water and the strength of the current were in the same phase as they are in Puget Sound; that is the slack current occurs at the time of top high or low tide and the maximum current occurs at the time of half tide. Not so here.

When I became Captain of the C.A. THAYER somehow I had the presence of mind to purchase both a tide table and a current table. Low and behold, in Unimak Pass the current tables show the unique condition that for three days or four every month the current runs from the Pacific Ocean into Bering Sea for twenty two hours. During this time the tide rises and falls on shore and the current reaches maximum, slows but does not stop, then again reaches maximum strength. Further, the time of high tide on the beach coincides with maximum strength of current then at the time of half tide the current is at a minimum, and again at low tide on the beach, the current has returned to full strength. The current and the tide are out of phase with each other, and hence without the current tables being on board in the past this strange phenomenon was not understood.

In the last year I was fishing with the C.A. THAYER, we had near calm conditions as we approached the Pass. One morning about 5:00 or 6:00 A.M., more in jest than otherwise I said to Billy Lund the big Fin mate, "launch the dories and tow the vessel." He did just that. It was calm enough that the dories could be lashed alongside. Next thing I knew there were a couple of dories with engines running tied along side the vessel. We launched several more until I believe there





KIRWIN
SEATTLE

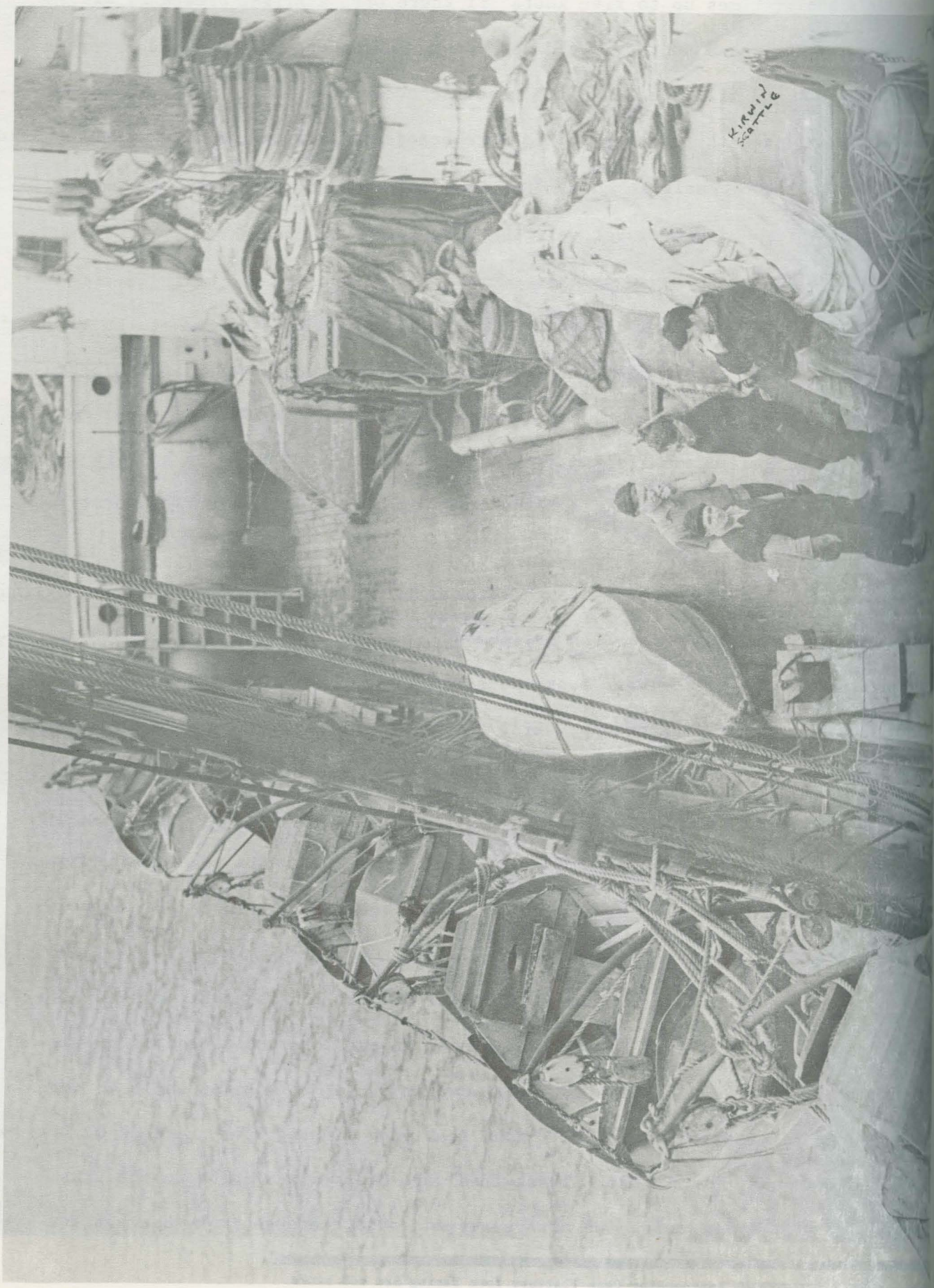
were a total of five. Between a little wind and the dories we were making three or four knots and at times up to five knots if there were a slight breath of air. The engines were lashed so they would not rotate and no one was in any dory other than to go down and fill the tank with gasoline every hour after the tank ran out. Along about twilight there was a little more breeze and the dories were taken on board. Supprisingly we made nearly seventy miles that day. During the night the wind or light breeze continued and we got well to the westward by midnight.

Then we squared away and headed into the Pass. All was well for a few hours, then the wind died down and fog set in. We were in the middle of the Pass with baffling winds for a while, then it hauled into the south east. Fortunately we were far enough through and to the eastern side that we could stand south and clear the east end of Ugamak Island, known as Ugly Mug. From there on home in 1950 we had continuous southeast winds and the crossing took thirty days. The worst I ever saw.

Other years the passage south through Unimak Pass was made by first sailing well to the west side to a location off Akun Head, then wait for a good southwest wind with sufficient strength to buck the strong head current. If the wind were strong enough we would make headway while during the times of light wind, we just stood there sailing through the water at perhaps five knots but not making any headway as far as the shore bearings sould show. At the times of slack current we would advance and then loose ground again on the strong current. There were times that a vessel stood there for several days before being able to buck that strong current and gain entrance into the Pacific Ocean.

Many of the fishermen put up a barrel of salt codfish for their own use during the upcoming winter. It was too much to expect this would be done during the regular fishing days, so the fish were caught during calm times while we were sailing towards the Pass. At times I have seen good fishing from the deck on Davidson Bank, just south of Unimak Pass. These fish were dressed and split in the usual manner and salted in barrels. We always seemed to have enough empty barrels for

Schooner SOPHIE CHRISTENSON approaching Cape Flattery form Bering Sea cod banks.



everyone that wanted one. The Davidson Bank cod were the largest and finest I ever saw. We never tried it with the dories however.

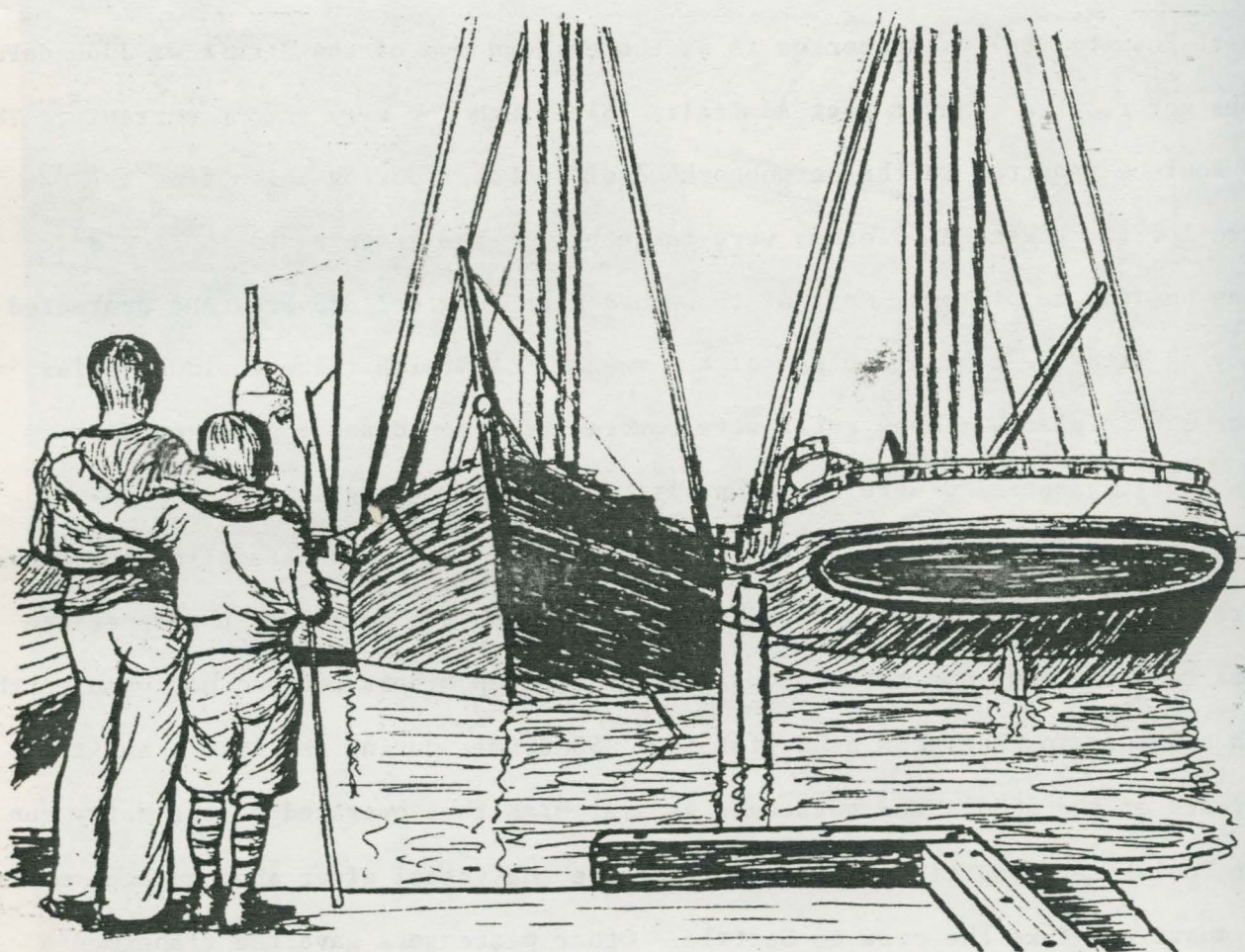
The crossing from Unimak Pass to Cape Flattery was most often a very pleasant portion of the summer's voyage. Sunshine and northwesterly winds with clear skies. After 1932 all the vessels had either wireless or radio telephone so the Captain could communicate with the home office and have a tug come out to tow the vessel into port. I have heard the men telling about being becalmed along the west coast of Vancouver Island and two or three men would be dispatched by the Captain to go in a dory and row into one of the harbors there to send a message to the home office for a tug. Other years the vessel sailed up to the SWIFTSURE LIGHTSHIP and requested them to send the message for the tug.

At any rate the tug was obtained, sometimes after a little bargening over the price, and the vessel towed to Poulsbo. The story had been told that Captain Charlie Foss sailed the WAWONA right up to the Robinson Fisheries dock in Anacortes one year. Possibly so, as Anacortes is at the eastern end of the Strait of Juan deFuca and does not require transit past Admiralty Inlet with the very strong currents. The tow to Poulsbo required in the neighborhood of 24 hours during which time the men prepared for going ashore. Clothes were taken out of the wrapping in the foc's'le and hung on deck to air out. Most of these had been hung well covered and protected from moving with the rolling action of the vessel, otherwise there would be holes worn through in places. Many suits were covered with mould and a shiny coating from the bilge gasses and were in no way fit to wear for going ashore.

The men spent considerable time sponging them off and attempting to remove the worst creases and folds. When taken on by the men the next day, the apperance was less than the best and the odor was enough to keep others who had not been on the codfish schooner for the year at a distance. Sometimes during the 1920's and the first years of the 1930's the passenger steamer HYAK that operated on the daily run between Poulsbo and Seattle would come alongside the vessel after she had been moored to the wharf and take the crew to Seattle. Other passengers gave the fishermen a

wide berth, and stayed preferably to windward. Most of the crew obtained other clothes soon after going ashore.

For all of us it was a glad occasion when we were home again and with our family. For myself I know there was also happiness on the other side. Louise had been home alone for the five months with three children and no father to do all the things a father should do. No chance to have a family picnic or to take a summer outing with the children while I was gone. After returning there was always the turmoil of unloading the cargo and the start up of the plant with the winter work crew. The children were back to school than so my absence could not be made up to them. We were all happy to be together as a family again though.



Unloading

With the vessel home again each season, the voyage had come to a close. At least so for the crew members as far as they were concerned other than collecting their pay checks. For some of the men it was how soon can I get to Seattle where I will find a room, other clothes probably from a store, several drinks, and some willing girl to spend the next week or more making merry. A few of the men had families and were willing to return to work the next day.

When the schooner was being towed in from Cape Flattery the crew had some end-of-the-voyage work. Upon approaching the north end of Bainbridge Island one or more dories were launched from where they had been swung outboard in the davits during the homeward voyage, this being necessary so the tow boat could tie up alongside for the final trip through Agate Passage and into Liberty Bay. Being alongside, the tow boat had better control. The dorie (s) were towed behind. Then just before landing at the fish plant dock the dories on the Port side were all launched so the vessel could go alongside the dock. Accordingly we had six to eight dories in the water. When there were two schooners at a time moored to the dock, all dories on the dockside vessel and half of those on the outside vessel were in the water. Those dories that were stowed on deck did not have to be disturbed at that time, only those that had been swung outboard in davits for the homeward trip were involved. Even so we had quite a fleet of dories moored everywhere they could be secured and out of the way. We did not want to take them up on the dock at that time as they would be in the way for unloading. It must be remembered the dory is a somewhat large boat to store, being 20 feet long. To find space for 20 to 30 of them was not at all possible.

The next morning after the vessel returned, there were men standing by looking for work at unloading the cargo. This would last for at least two weeks for a one vessel cargo and three weeks at the minimum where there were two schooners. Andy Shields was the plant foreman from about 1928 to 1932. He told me some of



those years were in the bottom of the depression. Men were out of work everywhere and with the prospect of employment at unloading the salt codfish, there were several times as many men as he could hire. Many were his friends there in the waiting line and the problem was who to hire. They all needed the money and there was no such thing as unemployment insurance or welfare as we know it today. Work to those men meant they could buy food and some clothing. He said it was one of the most difficult days when he had to tell many good men whose families needed the money that he did not have jobs enough for more than half of those seeking work.

With an unloading crew selected, the first task was the removal of the sails. These were cut loose, tied in long rolls and loaded on the truck, then taken across the highway to a field behind the house we had rented and there spread out on the pasture grass, exposed to both sun and rain. The rain would wash out most of the salt and the sun would dry them before being stored in the sail loft for the winter. Next came the removal of loose items around the deck that could not be left until later. Following this was the opening of the hatch and the beginning of the fish unloading process. We had a small electric powered winch at the end of the dock with a swinging boom. On the dock there was set up a table with 2 x 4 boards for the top and spaced one and one half inches apart so when the sling load of fish was dumped on the table, the loose salt would fall through and thus be separated from the fish. We were willing to purchase all of the fish at the agreed price but we did not want to purchase the salt again and at the price for the fish.

There were some years when we placed a wood stave tank near the end of the dock and as each sling load was hoisted from the vessel it was dunked several times in this tank of water. The water washed much of the salt off of the fish and also did some cleaning of the fish to remove the slime on the surface. The tank was filled from the bay morning and noon, and the pump was left running during the working hours. There was considerable collection of salt and other slime from the fish in

Unloading scenes. Upper the fish are sorted for size on the table which has openings for the salt to fall through. Lower: Chet Nelson wheels a cart load of fish to the storage tanks in the warehouse.

the tank bottom when it was emptied noon and night. The system did work but for some reason was discontinued the last years.

The men in the vessel's hold used single pronged fish pews and removed the salted fish from the kenches and placed them on the rope slings. The loaded slings were hoisted by the winch and boom and then emptied on the table. There three or four men sorted the fish for size, again using the fish pews and placed the fish in two wheel carts. When full these were moved by hand, first over the scale where the official weight was made, and thence into the warehouse that held the tanks. The fish were forked into these tanks, about 20 tons per tank, and later each tank was filled with a salt brine solution as strong as we could make; ie the brine was saturated or 100% saturated solution. This was checked with a salinometer to be sure of full strength. The brine covered all the fish in each tank and also excluded the air. Different tanks were selected for the various sizes of fish for convenience in filling orders later.

The unloading proceeded at a rate of fifty to seventy tons per day. The full crew employed at this time was 30 to 35 men. When all of the salted fish had been removed from the hold, the remaining salt both that that fell off the fish and the unused amount still in the salt bins on the vessel was hoisted out and trucked to the tank where we made the brine solution. Then all the non-perishable groceries were removed. The perishable portion had been taken off the day of landing and distributed among the family mambers. This consisted of the open barrel of butter, bread, ham and bacon, and other items in the galley such as flour, spices, loose cans of fruit and vegetables, etc. The full cases were placed in a locked store room on the second story of the packing building along with the flour in unopened sacks. This room had a metal lining and small mesh screen to exclude any rodents. Likewise the medicine supply and the slop chest were taken to Father's home in Seattle where they would be dry and safe from intruders.

When the plant was first constructed and for many years thereafter, there was no crane and winch on the end of the wharf for unloading. The fish were removed

Codfish drying in the sun. Upper the fish are on the screen flake yard racks, unidentified boys. Lower, the racks have been covered with a light canvas awning to protect the fish from excessive hot sun as this would burn the fish. These fish were taken inside every night.



from the hold with the fish pew and landed on the deck of the vessel and then from there to the deck of the wharf, next into the bin or pan of the steelyard type scale and then this was tripped and dumped into a dory filled with water. Men then scrubbed the fish with brushes before throwing them by hand into the fish carts. This was far more work than after the winch and crane was installed.

Father told me that for many years when the fish were placed in the tanks, there was a man in each tank who placed each fish by hand, open side up and sprinkled a little salt on each. In other words, the fish were kenched in the tanks. This allowed possibly 40% more fish in each tank than when they were just pewed or forked from the cart into the tank as we did in later years. I do not see any advantage in the kenching in the tanks other than space saving. There was too much work involved. The removal from the tanks when the fish were kenched was considerably greater also.

Finally the vessel was thoroughly washed down inside and out. Everything else that was loose was removed to the warehouse. The running ropes were all removed either to the foc's'le of the vessel or to the sail loft. They had to be hung up so the air would circulate freely through the coils and to attain this they were hung or draped over boards and not left in coils on the deck where they would rot.

Some nice afternoon after all the fish had been removed, the crew were taken to the field where the sails had been spread out. These were now rolled up into long bundles and taken by truck to the door of the sail loft, and then hoisted by hand power and stowed in neat piles along both sides of the sail loft. This was an afternoon job after the canvas had thoroughly dried in the field. Each sail was marked in several places to indicate the vessel and sail name, preferably by stenciling with an ink that would not wash out or smudge when wet. Each sail would be worked over by our sail maker during the winter.

In like manner the dories were removed from the water, thoroughly scrubbed inside and out, then placed in storage in the loft space of the tank houses. The plant had storage for 1000 tons of salt cod in tanks, fifty dories, and all the other equipment used by and on the schooners.

Prior to 1946, after the schooners were unloaded and cleaned up, they were

towed to fresh water for the winter. Much of the time the location was in the middle of Lake Union and at other times they were moored at dolphins located at the Fisherman's Terminal of the Port of Seattle on the south side of the ship canal just west of the Ballard Bridge. This moorage in Seattle was for several reasons including fresh water to prevent the attack by marine boring creatures, and being near the Seattle office of Father where he could supervise the winter repair work. An additional reason for removing the vessels from Poulsbo was they could not remain on the face of the wharf. This had to remain open for the steamer that hauled all the finished produce out and the supplies in. In the days before the Lake Washington Ship Canal was constructed the vessels remained in Poulsbo, moored between a wood pile dolphin and the end of the wharf. This was most difficult for the crew working on the vessels as they had to use a small skiff to go on board the schooners. In stormy weather this was most difficult. This procedure was also cumbersome for moving heavy objects back and forth.

After the end of World War II, the steamer service had been terminated and a good auto freight service was available as well as we had a truck of our own for hauling freight to and from Seattle.

Crew Pay

On the codfish schooners the crew were paid according to the amount of the catch. The fishermen were generally at a higher rate than any one else and the cooks were on a monthly salary as their work went on every day and the same whether there was a good catch of fish or a poor one.

I found in the Seattle Record Center an official log book for the schooner MAID OF ORLEANS for the year 1908. She was under the command of Captain John Grotle. There were 21 men in the crew plus the captain. The agreement provided for compensation as follows: Mate, \$35.00 per thousand fish caught by him, Second Mate, \$32.50, and the other crew members from \$25.00, \$27.50, and \$30.30 per thousand with no apparent reason for the different rate to fishermen other than the mates. Also one man Andrew Slottstrom's rate was \$40.00 per thousand. The cook's pay was \$80.00 per month; the splitter and salter were \$85.00 per month; header \$35.00; and dress gang \$25.00. There was also the provision that the fishermen were to receive an extra \$2.50 per thousand for fish caught in the Pacific Ocean. This last would mean when the vessel was fishing south of Unimak Island and around the Shumagin Islands as these fish were larger. The log book did not note it but fish had to be 28" long to be a counter.

It is my understanding that at this time a good fisherman would catch over 10,000 fish per year and this would yield from \$250.00 to \$300.00 for the season depending on his rate. Few men would exceed the 10,000 figure for fish caught. Then the cook would get for five months \$400.00 and the splitter and salter \$425.00. The regular dress gang men would get for five months \$125.00. All of the crew had their food supplied by the company at no cost.

The next record I have been able to find concerns the HERRIET G in 1909 at the time Capt. Bob Firth lost the six men in Dublin Bay. The pay scale appears to be the same as for the MAID OF ORLEANS listed above.

The next change in pay scale occurred probably about 1920 when the Captain was allowed to take 26" and 27" long fish at the rate of two for one. Some of the

old timers told me years ago there was also a sliding scale at times, with a higher pay rate per fish depending on the average weigh out weight. The Company desired that the fish should average over four pounds per fish.

The next record I find covers the 1934 season. At this time there was some concern by Father about the crew not having to pay the grocery bills relative to a new Federal Law, and that if they did not pay for groceries the 'lay' system might not be legal. Accordingly for 1934 the crew were to pay \$15.00 per month and this was guaranteed by Father to cover all food costs. I am enclosing a copy of that agreement but it boiled down to the fishermen receiving $1 \frac{3}{8}$ ¢ for the fish caught by each, based on weigh out at Poulsbo. The cook, waiter, and radio man were \$2.92½ per ton divided between the three; the splitters and salters \$1.35 per ton each and the dress gang \$5.85 divided between all of them, I believe there were 14, and this would be 41.8¢ per ton each. The vessel landed over 600 tons of fish that year. This year was just after the very bottom of the depression and the important thing was to have a job at all.

The agreement for the CHARLES R WILSON and SOPHIE CHRISTENSON for the 1938 season was: fishermen $1 \frac{7}{8}$ ¢/#; splitter and salter \$3.00 for WILSON and half that for each of two men at each job on SOPHIE. The mate had $\frac{3}{8}$ ¢ extra and the bos'n or second mate $\frac{1}{2}$ ¢ extra. Tongue cutter's pay was \$7.00 per 100 #. The dressers on SOPHIE were paid 50¢ per ton and on WILSON double this because of the single dress gang. After 1934, there was no charge for the groceries to the crew.

Over the years the price paid to the fishermen and the others increased as times became better. For 1941 the scale rose to $2 \frac{1}{8}$ ¢, in 1942 to $2 \frac{3}{4}$ ¢, and then in 1944 the Government allowed a 30% increase over 1942, this in consideration of supposed extra work the crew were to do. There was no fishing in 1943. The year 1945 was also $2 \frac{3}{4}$ plus 30%.

After the war the price slowly increased each year until for 1948, 1949, and the last year 1950 the scale was $4 \frac{1}{2}$ ¢ per pound. The other jobs on the vessel were likewise increased in the rate.

The pay for a fisherman in 1934 who caught 20,000 fish and this would be for the better men, would work out as follows. Average fish estimated at $3\frac{1}{4}\#$ each. Multiplied out this is \$44.68 per thousand fish. The agreement guaranteed the men at least \$27.50 per ton after board. So for 20,000 fish the man had a pay day of \$893.00 rounded off somewhat. By 1950 for the same catch, the man would be paid off with : $4\frac{1}{2}\text{¢}$ per pound times $3\frac{1}{4}\#$ per fish, \$146.00 per thousand fish for a total of \$2920.00 again rounded out. From this would be subtracted his bills in the slop chest.

Many of the fishermen made advance draws before leaving Seattle and also there was a provision for the Company to pay a monthly amount to some dependent as a wife or girl friend during the trip. All of these advances were also deducted when he returned.

The agreement provided for the fish to be unloaded as soon as possible after the return to Poulsbo. The fish were sorted for size and the excess salt removed, then they were placed in fish carts and trucked over the scale for the official weighing. At the scale was one man selected by the crew and paid by them to oversee that the weight was correct. The men could make draws against their estimated earnings while waiting for the unloading to be completed, after which the men were to be paid in full within three days. All of the men did not request pay that early and some left money with the Company to be drawn out over the winter instead of all being spent immediately.

John Johnson

in account with

SLOP ACCOUNT.		CASH ACCOUNT.	
Apr 6	Pacific Net & Twine Co	\$ 45 05	
May 24	1 Pair Rubber Tippers	1 25	
June 24	1 Oil Petterat	1 25	
		<u>47 55</u>	
Catch of Fish 59 10			
Twenty Five & Thousand \$ 147 75			

I acknowledge having received the articles and cash as charged above.

WITNESS:

John Johnson

Master.

Robert Lirthe

J Mills

in account with

SLOP ACCOUNT.		CASH ACCOUNT.	
Apr 6	Pacific Net & Twine Co	\$ 57 10	
Apr 12	1 Pair Rubber Boots	3 75	
Apr 15	15 lb Tobacco	7 50	
Apr 23	40 lb Smoking Tobacco	16 00	
May 10	25 lb Smoking Tobacco	10 00	
		<u>\$ 943 35</u>	
Catch of Fish 724			
Twenty Five & Thousand \$ 18 10			
5 months & 6 days \$ 468 00			

11-520

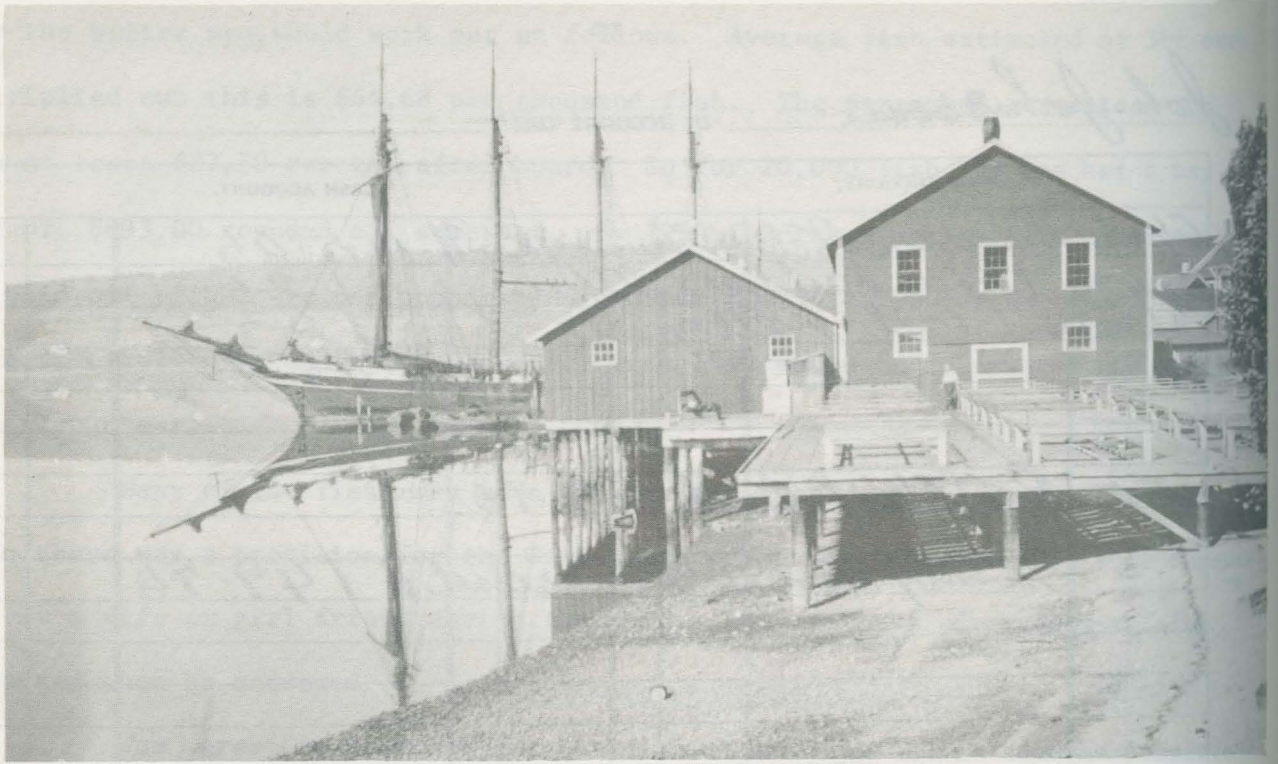
I acknowledge having received the articles and cash as charged above.

WITNESS:

J Mills

Master.

Robert Lirthe



- 1st. The trip shall be from Seattle to Bering Sea or and return with privilege of fishing in North Pacific if desirable, return to port of discharge on Puget Sound.
2. No monthly wages shall be paid to any man with the exception of the cook, second cook or waiter and radioman.
3. The crew hereby agrees to accept \$45.00 per ton as their share of the proceeds of the trip, and the vessel owner agrees to accept \$30. per ton as their share.

4. The vessel owner shall supply the following out of their share of \$30 per ton. Silt, gasoline, lubricating oil, coal, towing, vessel overhaul in the spring, including dry docking, painting, sail repairs, dory repairs, engine repairs, salt pens, also the vessel shall pay out of its \$30. the extra for the mates over the fishermen's lay, also the extra for the headers, also the extra that the cook, waiter and radioman get over and above the percentage set aside for them, also the extra for the Captain over his percentage, also the vessel shall pay out of its \$30 the cost of landing the fish onto the dock.

The crew shall divide their \$ 45 per ton as follows:
 For fish, 62-1/2% equivalent to \$ 28.12 1/2 cents per ton
 The first splitter to get 3% or 1.35 per ton
 The second splitter to get 3% or 1.35 " "
 The two salters to get 6% or 2.70 " "
 From this the first salter to get first 10% or 27 cents per ton and the balance to be divided evenly between them.
 The Captain to get 6% or 2.70 " "
 The dress gang including watchman to get 13% or 5.85 " "
 The vessel to get 6 2/3% to apply on the wages of the cook, waiter and radioman 2.92 1/2 " "
\$ 45.00

The pay for fish shall be divided among all the men who catch fish according to the number that each catches, but each man shall receive \$28.12 1/2 per ton for his fish irrespective of how much or how little the balance of the crew catches.
 The pay for the dressers shall be divided evenly among them including the salt passers and watchman, but the headers shall receive 2-1/2 cents per ton each for every ton of fish discharged from the vessel and this shall be paid by the vessel from its share.
 The fish boss shall receive 3/8 cents per pound over the \$28.12 1/2 per ton which is \$7.50 per ton extra for his fish making his total \$35.62 1/2 per ton, and the boswain shall receive 1/4 cents per pound or \$ 6.00 per ton extra for his fish making his total \$33.12 1/2 per ton. These extras shall be paid by the vessel from its share and shall not be in any way deducted from the lay of fishermen.

5. Every man signing these articles except the monthly men, namely the cook, waiter and radioman shall pay \$15 per month to the vessel for board, counting from the day the vessel sails.

6. No extra pay shall be due anyone on board the vessel for heaving anchor, or setting sails or doing other work during the trip which may be necessary for the success of the trip.

7. The vessel shall be discharged as usual as promptly as possible and settlement made within three days after discharge. After the arrival of the vessel but before the vessel is discharged the vessel shall advance to the men up to \$20. per ton on their fish and up to 15 cents per ton on dressers on estimated weights the ships bills being first deducted, (bills for clothing, tobacco etc.)

8. Should it be necessary to assign a fisherman or dresser to splitting fish on any day because of the physical inability of the splitter, the pay for such man shall be paid 50% by the vessel and 50% by the fish caught that day, apportioned according to the amount caught by each man that day.

This paragraph cancelled

Page 2 Sophie Christensen.

Water up to 40 fathoms shall be considered as proper depth for fishing, any time up until 12 o'clock noon ships time shall be considered as proper time for calling for launching of doreys.

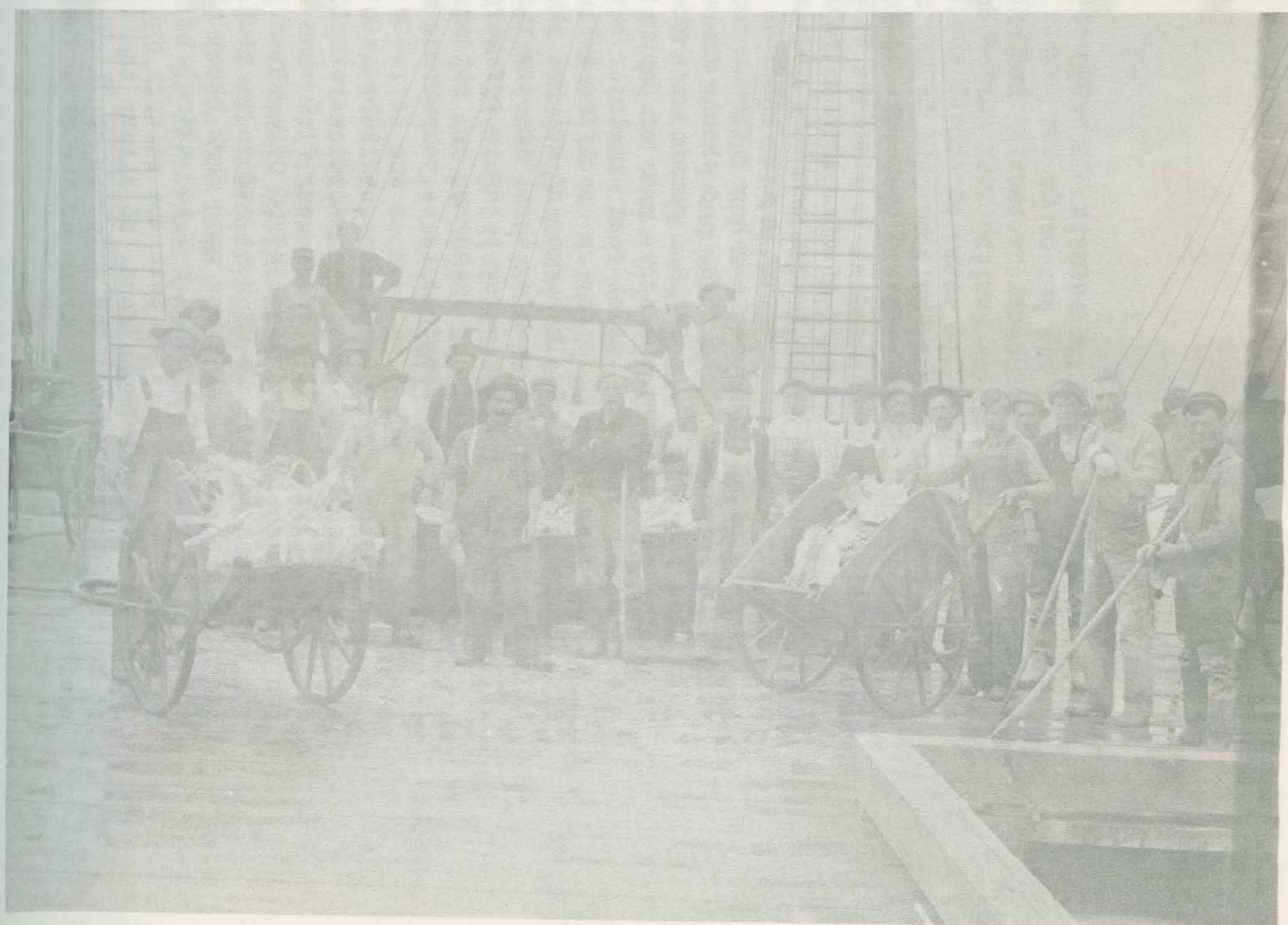
Should any fisherman put on board any fish less than the length that is specified as counters for that day, he shall be fined one good fish for each short one he puts on board.

The setting of the jib shall be considered as the signal for all doreys to come on board and any fisherman who is not alongside with his dory within two hours after the jib is set in good clear weather shall be fined one half of the fish he puts on board on that trip after such two hours.

Fish are to have their throats cut as soon as caught, in such a manner as to be plainly visible that the throats are cut.

Upper: The JOHN A moored at the Poulsbo codfish plant fully loaded in 1912.

Lower: The unloading crew in 1912. Note the dory where each fish was scrubbed after being weighed on the steelyard scale.



AGREEMENT FOR CODFISHING SEASON 1938 SCHOONER SOPHIE CHRISTENSON.

The trip shall be from Seattle to Bering Sea and/or North Pacific and return to Seattle with discharge of fish at Poulsbo Wash and or one other port or place on Puget Sound or the Gulf of Georgia.

2. No monthly wages shall be paid to any man on board of this vessel with the exception of the Cook and the assistant to the cook and no overtime shall be paid to any man signing ~~the~~ these articles.

3. Upon arrival at port of discharge on Puget Sound and being properly made fast to discharging dock no further work shall be required from members of the crew without extra pay. The pay from that time until the vessel is moored in Lake Union Seattle shall be at the rate of 62-1/2 cents per hour without board for all hours worked, including the time worked in discharging the fish, and should there not be enough members of the crew who have made the trip to Bering Sea remain with the vessel the Master shall have the right to employ other men at the above rate of pay, at the expense of the vessel to complete the trip, and make the vessel fast at winter berth in Lake Union.

4. The fish to be paid for as specified below shall be the weight of the merchantable fish landed at port of discharge and weighed there, after the free salt is removed either by shaking the fish or washing them. In case the fish are washed a reasonable time shall be allowed for the surplus water to drain off before the fish are weighed.

5. The pay to the corey fishermen and all men fishing from the vessel herself shall be 1-7/8 cents per pound, weight to be taken when and where the fish are discharged from the vessel.

6. The pay to the two splitters shall be a total of \$3.00 per ton, weight to be taken as above. The splitters shall, in addition to splitting the fish and performing the usual duties of splitter, tally dress gang fish when so requested by the Master. The pay to the two salters shall be a total of \$3 00 per ton. The salters shall assist in keeping the engines pumps lighting equipment etc in working order. The pay to the dressers for dressing fish and usual dress gang work be at the rate of 40 cents per ton per man (headers to receive 10 cents per ton extra).

7. It shall be the duty of both the salters and the splitters to throw out poxy or diseased fish which is unfit for human food. No slinks shall be counted as merchantable fish and none are to be brought on board. The watchman shall assist in tallying fish when the coreys are coming in with the final trips of the day. The watchman's pay shall be the same as headers

225

7. The tongue cutter shall receive \$6 75 per 200 pounds of cured tongues landed at port of discharge, and shall properly wash and repack the ~~fish~~ tongues in Bering Sea. He shall weigh the tongues at port of discharge, the tongues to be well drained before weighing, and shall pack them into even weight packages, but the vessel shall supply one man at the expense of the vessel to assist him. The weight of the tongues shall not be taken into account in the weight taken for paying fishermen or dressers. No claim shall be made by any man for average or other lay for days he does not fish for any reason, but his pay shall be for the fish he actually catches and delivers to the owners at port of discharge. All men shall assist in sailing the vessel when and as their services are required. In case any splitter shall be unable to split, or any salter be unable to salt on any day or days any fisherman may be assigned to split or salt and his pay shall be the same amount as the regular splitter or salter would have received for that day. Any dress gang man may be assigned to assist in the galley on the trips to and from the fishing grounds, and he shall thereby be relieved from taking turns at watch, and no extra pay shall be given him for such work in the galley and dining room.

8. The boswain shall receive 3/8 cents per pound above fishermen's lay, boswain's mate to receive 1/4 cent per pound above fishermen's lay.

9. The length of fish to be considered counters shall be 25 inches when put on board of the vessel, but the master shall have the right to take smaller fish if he so desires.

It is hereby admitted by and between all men signing these articles that the vessel is seaworthy upon leaving port of Seattle and that the crew and supplies are adequate and that is a joint venture and that the above rate of pay is a lay, and all men signing these articles agree to claim only such money as is provided above and that he will make no claim for average or other share for any day when he may not be able to fish or do whatever other kind of work his position calls for.

The Master shall have the right to employ another man in place of any man who is not present at the time set for sailing, and such man who is not present shall have no further claim on the ship or her cargo or owners. Each man signing these articles ~~hereby~~ hereby relieves the ship and her cargo and owners for any damage which may happen to his equipment, either due to the vessel's equipment or the action of any other member of the crew.

AGREEMENT FOR CODFISHING ON THE SCHOONER C. A. THAYER DURING THE SEASON 190

Sec. 1. The trip shall be from Seattle to Bering Sea and/or North Pacific Ocean and return to Puget Sound for discharge of fish at Poulsbo and/or Anacortes or one other port on Puget Sound.

Sec. 2. The crew must clean up the rubbish in their quarters at a reasonable time before arriving in the home port.

Sec. 3. Upon arrival at port of discharge as above, and being properly moored to discharging dock no further work shall be required from the crew without extra pay. All members of the crew shall remain on board and assist in making the vessel properly fast to the discharging dock.

Sec. 4. The crew shall have the right first to be assigned jobs discharging fish but should there not be enough of them remain with the vessel to do this work the owner shall have the right to hire other men to do the work. The rate of pay shall be \$1.25 per hour.

Sec. 5. The fish to be paid for shall be the weight of the fish discharged at port of discharge and weighed there. In case the fish are washed a reasonable time shall be allowed for the water to drain off before the fish are weighed. If not washed the salt shall be shaken off before the fish are weighed. All fish that are salted and landed at port of discharge are to be weighed and paid for except poxy and diseased fish. All Fish that are spoiled because of leaking vessel or for any other reason except shipwreck or war damage after having been passed and salted on the fishing banks, such fish shall be paid for. The weight of livers shall not be counted as part of the total weight of fish landed at the port of discharge, and the fishermen shall not receive pay for weight of livers.

Sec. 6. The fishermen agree to launch their doreys and go out to fish when called upon to do so by the mate or the Boswain in suitable weather. Water up to 40 fathoms shall be considered as proper depth for fishing. Any time up until 12 o'clock noon ship's time shall be considered as proper time for calling for launching doreys for fishing. The length of the fish to be considered as counters shall be 25 inches, when landed on the vessel, but the Master shall have the right to take smaller fish as he so desires. It shall be the duty of both the salter and splitter to throw out poxy or otherwise diseased fish, including slinks which are unfit for human consumption. One good fish shall be deducted from the count for each short fish brought on board by any dorey fisherman, or tendered for tally by anyone fishing from the deck.

Sec. 7. It shall be up to the Master to decide when fishing operations for the season are to cease, his decision shall be final.

Sec. 8. Fish are to have their throats cut as soon as caught in such a manner that it shall be plainly visible that they are cut without having to lift up the gill cover to look. No slinks are to be brought on board, but if any are brought on board they are to be thrown overboard and are not to be counted. The crew hereby agrees to abide by the Captains judgment as to what is a slink.

Sec. 9. Each fisherman or other member of the crew shall be paid for fish which he catches and he lands at the port of discharge at the following rate:

The Boswain shall be paid 5-1/8¢ per pound for fish he catches.

The Boswain's Mate shall be paid 5¢ per pound for fish he catches.

Fishermen shall be paid 4 1/2¢ per pound for fish they catch.

Splitter shall be paid \$7.50 per ton.

Salter shall be paid \$7.50 per ton.

Header shall be paid \$3.25 per ton.
Watchman shall be paid \$3.25 per ton.
Utility men shall be paid \$2.50 per ton.
Liver men shall be paid \$2.50 per ton.
Dress gang shall be paid \$2.50 per ton.

Dress gang to include shalt passer, gutter, pue mentetc,

Sec. 10. On days when there are too many fish caught for the salter to salt alone and the salt passer shall assist the salter in salting, but shall be paid nothing extra for this.

Sec. 11. The Utility man shall run the pumping and lighting engines when required to do so by the Master because of this he shall be allowed to fish over the rail when fish are being dressed, when regular dress gang men are not allowed to fish, He shall assist in tallying fish when required to do so by the Master. He shall, along with the dress gang take foghorn turns.

Sec. 12. Anyone cutting tongues shall be paid 10¢ per pound for all tongues cut by him and landed in good condition at port of discharge. The weight of tongues shall not be counted as part of the total weight of fish landed at port of discharge.

Sec. 13. The salter and splitter shall be paid for all fish landed at port of discharge even if some other man has to be assigned to do his work on any day or days, due to sickness or accident, and whether or not any of the men may assist in salting or splitting at any time they also are salting or splitting.

Sec. 13A. In case any splitter shall be unable to split or any salter be unable to salt on any day or days, any fisherman may be assigned to split or salt and his pay shall be high line fishermen's share for that day. If he does not start to split or salt until 4:00 P.M. his pay shall be high line dory share for the afternoon. When a fisherman is assigned to split or salt it is agreed that he shall perform the work of the regular splitter or salter. In case a fisherman is assigned to split or salt on a day when no dory's are out he shall be paid high line dress gang fish.

Sec. 14. No claim shall be made by any fisherman for average or any other lay for days he does not fish for any reason, but his pay shall be figured on the fish he actually catches and delivers at port of discharge.

Sec. 15. The splitter shall supervise tallying of dress gang fish, and seeing to it that the deck is kept clean.

Sec. 16. The Union shall have a grievance committee of three on each vessel to take up any and all grievances with the Master or crew. The committee to inform the Master of its personnel before leaving the home port.

Sec. 17. Each man signing these articles agrees that the owner may deduct \$12.00 from his earnings and pay same to the Codfish Workers Union as dues in such Union as dues for one year, also initiation fees and reinstatement fees if any as provided by the Union.

Signed for PACIFIC COAST CODFISH COMPANY: Signed for CODFISH WORKERS UNION #21437

Roll Dobbs

in account with

SLOP ACCOUNT.		CASH ACCOUNT.
Apr 6	Pacific Net & Twine Co	\$ 30 75
May 2	2 lb Smoking Tobacco	80
May 8	6 Pear Rubber Bands	25
May 21	1 Pear Rubber Tippers	1 25
June 18	2 lb Smoking Tobacco	80
June 24	Quart Oil	15
	1 Pear Wooden Tippers	60
July 23	4 lb Smoking Tobacco	1 60
Oct 13	Cash	36 20
	Catch of Fish 30 19	10 00
	Twenty Five a Thousand	\$ 75 46
	one month Wages	2 00
		95 46

I acknowledge having received the articles and cash as charged above.

WITNESS:

Paul Dobbs.

Robert Lister

Master.

Eligh Hopkins

in account with

SLOP ACCOUNT.		CASH ACCOUNT.
Apr 6	Pacific Net & Twine Co	\$ 20 45
Apr 12	19 yards Cotton	2 85
May 17	1 lb Tobacco	50
June 10	1 lb Tobacco	50
July 19	1 lb Tobacco	50
Oct 13	Cash	2480
		1000
	Catch of Fish 10 70 7	\$ 3480
	Thirty Dollars a Thousand	\$ 321 21

I acknowledge having received the articles and cash as charged above.

WITNESS:

Eligh Hopkins

Robert Lister

Master.

Upper: The tank house where the fish were stored in brine. Here Gus Birkland scrubs the fish prior to stacking in the kench in foreground. Lower: inside the artificial dryer. Fish were placed on the wire racks and steam applied to the coils at right. A large fan inside the coils circulated the air to dry fish.



The Poulsbo Codfish Plant

The Poulsbo Plant of the Pacific Coast Codfish Co was the most facinating place, especially for children. It was the home base for all of the company's operations. The site was located about one mile removed from the center of the Town of Poulsbo and the construction of the wharf and many buildings were accomplished over a period of many years. The first portion was completed during the summer of 1911 in time to receive the cargo produced during the fishing season that year by the schooner JOHN A. The construction was not begun until well after the schooner had departed for the banks. The plant consisted of a deep water wharf where the schooner could lay without going aground at low tide, a 40 x 50 foot two story processing building, and two 40 x 100 foot sheds each containing eight wood tanks.

The tanks were constructed somewhat similar to a ship with heavy planks and were caulked from the inside. Each was twenty feet long, ten feet wide, and five feet high. They held twenty tons of salt codfish each when full and were then flooded with a saturated salt brine solution so as to exclude all air from contact with the fish.

Over the years additional buildings were added to the first ones until by 1925 the packing building was two stories and 100 feet long and forty feet wide. There were four sheds with wood tanks immediately inshore from the wharf, a two story building along the beach on the side away from Poulsbo, and a one story shed adjacent. All of the buildings other than the packing building had the lower floor devoted to wood tanks for fish storage. The upper floor of the two story building along the beach was used for box storage and later became the sail loft.

The sail loft was the upper story of the 100 x 40 foot building on the side away from the town. There were no posts or other obstructions in the floor other than the stairway from the lower level and this was wide enough to haul dories



Upper: Interior of the sail loft with Otto Andreason kneeling in foreground and Fabian Johanson (Pjoiken) behind. They are fitting a patch into an old sail. Lower: vessels moored for the winter at the Poulsbo codfish plant prior to the opening of the Lake Washington ship canal and locks. JOHN A moored at the wharf and the CHARLES R. WILSON, the three master and MAID OF ORLEANS the two master at the dolphin.



or sails up to the second level. There was no heat, but otherwise it was ideal for storage of sails and boxes. Sail repair work was first undertaken at the plant in 1930 at which time Father considered it would be more advantageous to him to do sail storage and repairs there than at the shop of Sunde and d'Evers sail loft in Seattle. A power sewing machine was purchased and the new sail loft was in operation. We had several men in the crew who were adept with the palm and needle so there was no problem with securing skilled workmen.

This building was constructed similar to all the others, namely wood construction, 2 x 6 studs and sheeted on the outside with one layer of wood siding which had once been painted red. There were ten double hung windows along each side of the second floor and three on each end. These provided adequate light during the day when the sun was shining but on a dark day in the middle of winter with sunrise after 8:00 A.M. and sunset by 4:30 P.M. the room was dark. The only other illumination was by four 75 watt light globes suspended from above. At times all of these did not work. The lack of stove heat was no problem during the warm weather in the summer but some winter days it was 'damned cold'. The inside of the building had not been finished at all, just the exposed studs showing the back side of the outside siding.

We had a row of rolled up sails along each side of the floor and also many coils of rope both new and the running ropes from the schooner stored for the winter. The accumulation of sails was quite extensive as it included the full set for the schooners: SOPHIE CHRISTENSON, JOHN A., CHARLES R. WILSON, and C.A. THAYER, plus many other sails Father had purchased over a period of many years with the idea of using either the whole sail or some of the canvas from it. These sails had been purchased literally for a song at the time some other vessel was being scrapped.

Hanging from the wall from every place that a spike could be driven was a coil of wire or rope. Many of the sails had wire for reinforcing on the edges such as the leach, the foot, the head, the mast rope, etc. Wire could be salvaged from one sail to be reused on another. To use new was a considerable chore as the wire had to be tarred, served with strips of tar soaked burlap, then strips of

canvas, and lastly some form of covering like being wound with twine or small rope. You could not put bare wire next to the canvas. All this covering was expensive. There were also coils of rope everywhere. On top of all this there was the tar for preserving the rope, bolts of new canvas for use where needed, and other supplies.

The odor of this room spoke of the sea, especially during the summer hot weather when the pine tar or Stockholm tar as it was called gave off that all familiar odor. The salt impregnated into the sail cloth had another odor. Then there was the beach underneath with the smell of clams, muscles, and other sea life. All in all WONDERFUL, WONDERFUL.

During the winter each sail was taken out on the floor and opened up for inspection. We had one or two men assigned to sailmaking duty and they did this task. All worn seams on the sails were re-sewn. This was important as some rope often would rub against the canvas when the sail was set and wear out the stitches. For a small spot it was a hand job with palm and needle. The large seams were done with the power sewing machine. Each rope that was on the edge of the sail was examined and replaced if needed, for if a rope broke when the sail was set, the sail would rip from end to end and sidewise also. These tears could not be repaired at sea. If the rip was overly bad it meant the end of that sail. These sails cost a lot of money, so their loss was to be avoided if possible.

At other times one or more of the strips of canvas needed to be replaced. The canvas was manufactured in cloth 22 inches wide and had a two inch mark on each edge for a guide when sewing. Each edge was also selvedged so it would not ravel. When sewed together the canvas strips had a net width of 20 inches. When the machine was used for sewing, several men were required to handle the canvas. The machine was similar to a home sewing machine only much larger and of heavier construction.

The sails for our vessels were from forty to sixty five feet in height. The strips of canvas were vertical for the full height of the sail. Thus when a sail was being assembled, the seams being sewed were of this length. Further the width of each sail was up to forty feet, and when sewing a center seam in such a sail, half of the total sail had to be rolled up under the arm of the machine. It was

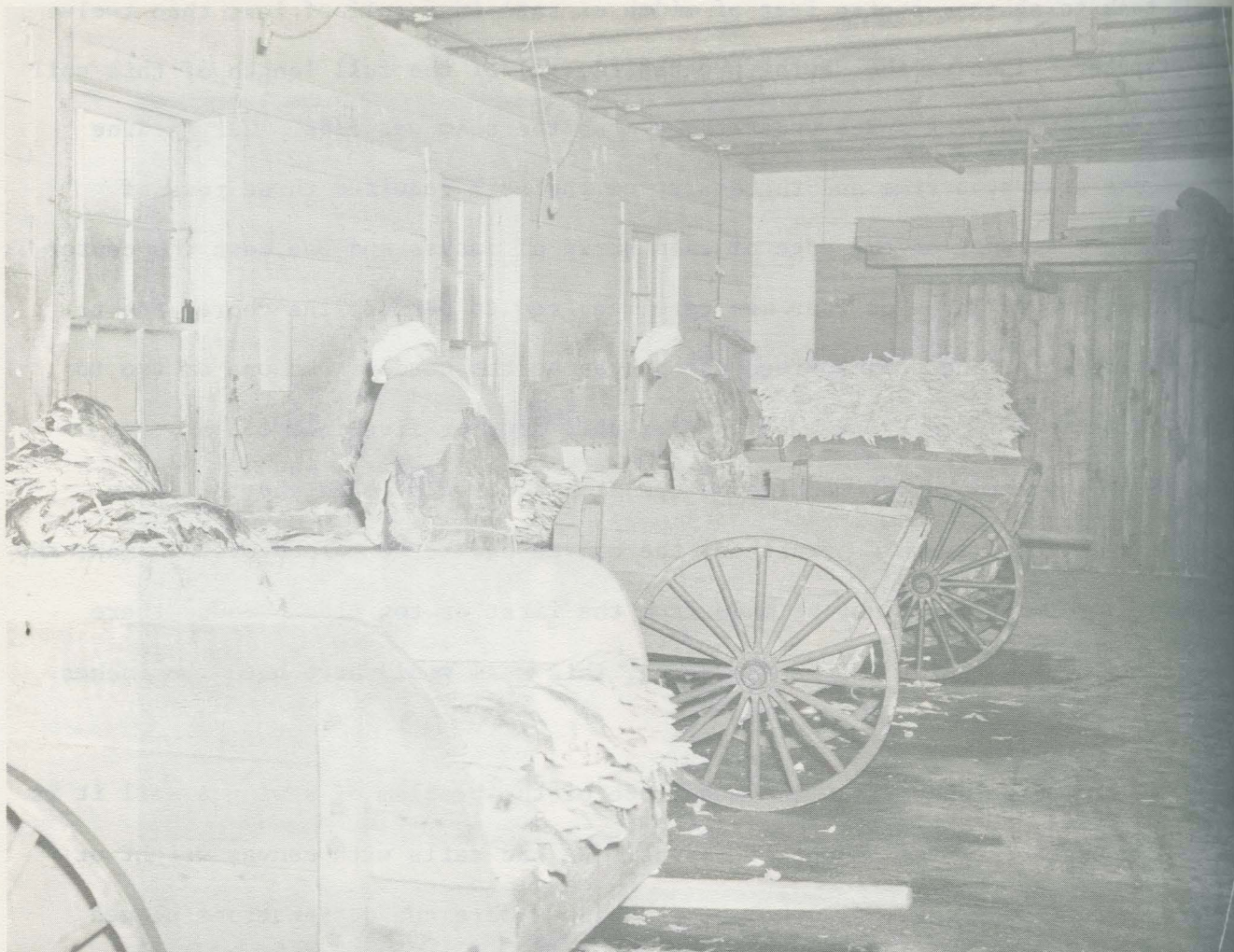


no small task to squeeze twenty feet of width of sail in a roll of less than twelve inches diameter. Then as the sewing progressed, all of the full length of this roll had to be fed through the space under the arm as the seam was made. Our machine would sew one seam at a time and the design of the sail required three rows of stitching per seam, one on the edge of each strip of canvas and one down the center of the lapped area. Three or four men were required to perform the chore, one to operate the machine, one to help feed the canvas to the needle, and one or two to pull the canvas away from the needle. Often only four or five feet of seam could be stitched by the machine before it had to be stopped and the large mound of canvas moved forward. Further, the canvas had to be turned over to make the second edge seam. It could not be made from the first or top side because there was no canvas edge to guide the needle along, this seam would have been two inches in from the top edge.

In order to understand the magnitude of the problem of sewing a sail it is necessary to appreciate the amount of canvas. We had sails with canvas weight or thickness including #00, #0, #1, #2, and #3. These were the designations placed there by the factory that wove the cloth. Example, #00 is 18 ounces per running yard of bolt material 22 inches wide. Each number beyond is one less ounce, as #0 is 17 oz., #1 is 16 oz., etc. Hence for a sail over sixty feet high and forty feet wide there is an enormous weight of canvas before all the ropes and other hardware are added.

When a new sail was to be made the design was laid out full size on the floor with crayon. This is why such a large room is needed. Then the bolt canvas was unrolled starting with the after leach side of the fore and aft sail. Each strip is then nailed to the floor so it would not move while the next ones were laid out. Following this the canvas was tacked along the edges of the seams with a palm and needle so that the pieces of canvas will not slide or creep as they were being sewn.

Winter work in the codfish plant. Left: Harve Olson sewing on one of the sails in the sail loft. Right: Chet Nelson skinning a codfish.



THE NEXT IS THE WOOLLEN PLANT. LEFT: BOB CLARK STANDING ON ONE OF THE TABLES IN THE WOOLLY LOT. RIGHT: BOB CLARK STANDING ON ONE OF THE TABLES IN THE WOOLLY LOT.

After all the strips of canvas were sewed together the ropes had to be attached to the sails. These ropes also had to be replaced at times if the rope became damaged or rotten. The work of sewing on the rope was slow and very difficult and a tiring hand job. A large needle with many strands of twine was used and these were given a heavy rubbing with bees wax so all the strands would lay together and not fly all over the place. When working in the corner of the sail where there were six or more layers of doubling of the canvas, the sailmaker had to take a hand awl to make the hole for each thrust of the needle. Furthermore, to slow the work, both the needle and the awl while sharp on the point, were smooth on the sides so as to not cut the threads of the canvas when forced through. The sailmaker sat on a wood bench that had pockets for all his supplies such as twine, wax, spare needles, awls, marline, steel rings to reinforce the holes on the sails where some rope would pass through, and also possibly some pipe tobacco and an old pipe. The canvas that he was working on was draped over his knees.

All in all the sail loft was a wonderful place to visit and even to work.

Fish processing

The fish brought home by the schooner was not sold when landed by the vessel as is done with fresh fish. Rather the vessel's owners had to further prepare it for marketing and sell the finished product over the next six to ten months. The busy season for this further processing was the fall and winter, beginning immediately after the vessel had been unloaded and the rush of cleaning up the schooner had subsided. The fish had been placed in the wood tanks and flooded over with salt brine as previously described. There was no cold storage provided as the salt preservation was considered adequate, at least for the temperatures encountered in the Pacific Northwest.

After the rush of unloading was over, a few of the large unloading crew were kept on while the remaining men were laid off. Some of the fishermen would be returning now and ready to work after having rested or otherwise enjoyed themselves

The skinning room with John McIntosh foreground and Chat Nelson in distance

Fish processing room in the Poulsbo plant. The seated women have a glass top table and chack for blemishes, Genevieve Drummond, Kathryn Kalstrom, Trina Haugen, standing, Oscar Franson, Walter Nelson.

for several weeks. Much of the remaining processing work would be accomplished by women as well as about a dozen men that did not go north on the vessel.

Each day fish were removed from the storage tanks by a man wearing high rubber boots and standing on the fish in the tank. He used the all familiar single tine fish pew to take the fish from the tank and into a cart. Next the flat open fish were stacked on a wood frame forming a pile about four feet wide by ten feet long. The fish were placed skin side up so the water could better be squeezed out. The fish were thus piled about four feet high, leaving a space from the floor to the rack on which they were stacked, than top planks were laid over and large screws attached to compress the stack, thus forcing some of the water in the flesh of the fish out. The stack was called a kench in our palnt and in the Anacortes plant of the Robinson Fisheries they called the squeezing process 'water horsing'. The fish when removed from the brine had more water contained in the flesh than we desired. Several days were required at this stage and every so often the screws would be further tightened.

Fish Processing

. From two to five tons of the larger size fish were next taken to the skinning room in the outer end of the two story packing building every day. After being placed on tables, a crew of men tore the back skin off, pulled out the back fins, and bones that were attached, pulled the so-called collar bone and fins attached before turning the fish over. Next the skin that lined the belly cavity was removed and that portion of the back bone called the tail bone by us was cut out. The later was the portion of the back bone that was not removed by the splitter in Bering Sea. The waste portions thus removed were stuffed into burlap sacks, skins in one and bones in the other for later shipment to the LePages Glue Co factory in San Francisco. The skins would be cooked down to produce the finest glue.

From here the fish were carried to the shoreward end of the same processing building. Here skilled men with sharp knives removed the remaining bones between the back bone and the back fins, then they cut off the outer layer of rib bones. Following this a group of women using tweezers pulled out the other layer of rib bones.

All the work was necessary to render the fish boneless. The fish fillets were then placed on a table with slots for a knife so they could be cut to a size to fit the one or two pound package.

The cut fillets were then placed in a form press where pressure was applied and the conglomerate was tied with two strings. These were given a wrapping of parchment paper printed with the company name and finally an over wrap of moisture proof cellophane to prevent evaporation from within. There were other styles for packing of the fillets, but all were the salt cured cod and this required a soaking out by the consumer before the fish was cooked. However, with the salt cure the fish did not require refrigeration as long as the storage was in a cool room. The packing process above described continued all winter with a daily output of several tons. The skinning and packing provided employment for up to twenty people besides those who were working elsewhere in the plant.

In the early days of the operation of the plant a considerable quantity of salt cod was shipped out in bundles of 100 pounds wrapped in a gunny sack. The retail store keeper would open the bundle and sell the fish one at a time from a stack on his counter. The fish were just taken from the tanks and after the brine had dripped off, they were placed in these bundles. In the handling the men often had considerable brine drip on their clothes. The crew of the steamer that took the fish to Seattle did not enjoy or overly appreciate getting themselves covered with the smelly juice. As jobs were scarce most of the time, they could complain if they desired but it might cost a man his job to do so.

As time went on from the beginning in 1911, the outgoing product shipped from the plant had to be tailored more and more to the desire of the final customer. On the start there were very few of the fillets that were boneless, rather the large bones were removed, but the rib bones remained. Soon they were packing two grades, boneless and semi-boneless and as the years passed the proportion of boneless steadily increased.

The packages of salt codfish fillets wrapped in only parchment paper were the standard for many years. The grocer put these on his shelf on in the fish counter

but there was a drying out with a salt crust forming on the parchment that detracted from the appearance. In the mid 1920's a new product appeared on the market called cellophane, a clear moisture proof film that was immediately accepted by the food industry as an overwrap. The first trial by the Pacific Coast Codfish Co was not very successful as the product was not entirely moisture proof as claimed by the factory and secondly, the application did not seal the edges or joints completely. The result was a foggy wrapper with salt crusts on both inside and out. Many varieties were tried and several methods for sealing including a solvent applied with a small brush to the seam, scotch tape, just folded edges, and finally the one that worked best was a heat seal. The film had a lacquer like surface coating applied by the makers so that when passed over a hot plate it would melt and fuse together with another sheet when it cooled.

The one and two pound packages were packed into fiberboard shipping cases and wood boxes. The wood was preferable but cost more. In the end the fiberboard was used where the package had an individual cardboard carton on each pound and the wood case was used when no individual carton was involved. The wood boxes held 20 one pound tablets and twenty two pound bricks. The one pound packages with a carton were packed in twelve pound fiberboard cases.

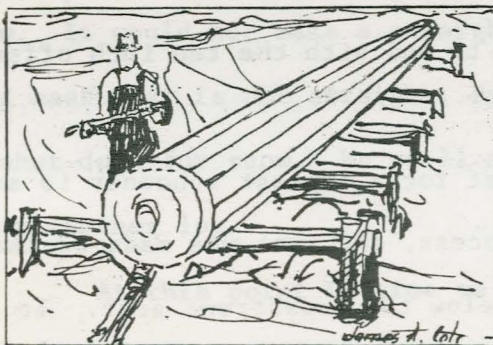
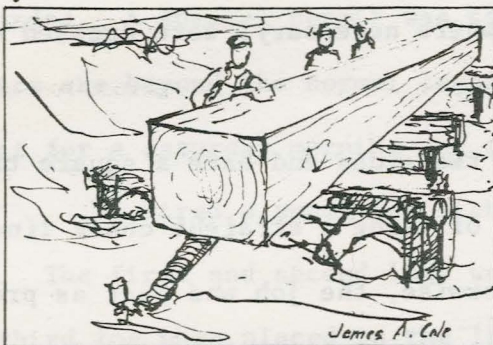
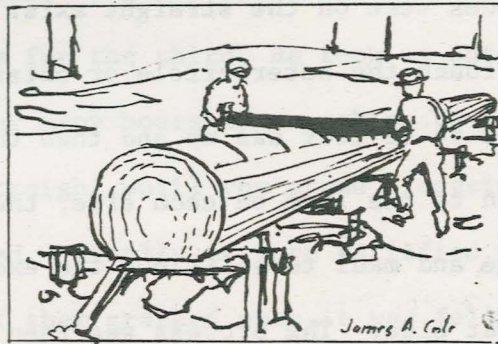
A product destined for the Italian and Spanish nationalities was produced and called baccala or bacalao. both spellings appeared on the various labels we had. The whole fish was placed on racks in a heated room and dried to a moisture content approximately 55%. When at this low moisture content the fish would keep within the grocery store where there was normal room heat and it did not dry out on the grocer which cost him weight. The trade desired this cure and had purchased dry salt cod before immigrating to America. During the summer time the fish were dried in the sun on wire screens stretched over wood frames. The area was called the flake yard. In the winter fish can not be dried outside so a large round room was constructed in one of the sheds, about forty feet in diameter. In the center was a vertical centrifugal fan to circulate air. Around the fan was a coil of pipe that gave protection against a person being hurt by the fan and within these pipes was steam

for the heat. There was a vertical fire tube boiler in a separate building that supplied the steam. The room was held between 75° and 80° taking special care that it did not get any hotter as the salt cod will cook at 82°. The drying process required at least two 24 hour days, with hot air circulated continuously. The top shelves dried fastest. As individual fish became sufficiently dry, these were removed from the racks and placed in a fish cart kept in the room. Whenever the top rack was empty, one of the lower ones would be raised up in its place.

Whenever the cart was full, it was taken to the separate room known as the "hard dry room" where the fish were packed in wood cases. There was a stove in this room but it was only lit off when men were working there packing the fish into the cases. We had a home made press built into a strong table for squeezing the dry stiff fish into the box. By a heavy pull on the handle a person could exert up to 1500 # pressure. This was left on the fish for about five minutes while the former box had the cover nailed on and the following box was being filled on the scale so as to be the correct weight; either 50# or 100# depending on the box size.

The boxes of dry fish and some fish that was dry but waiting orders was stacked in this room to keep it from absorbing moisture from the damp air. The boxes were generally set up from the shooks with a stencil or printed fish on the sides and plain ends. However, we did have several brands of our own as Plus Ultra, Liempia, Marco Oceano and several private brands for the customers. Some of the wording was printed on the wood box ends when they were made in the box factory and others were stenciled on by us. Should we get an order for some private brand such as The Metropolitan Grocery Co in Seattle and not have some fish unpacked, all we did was to take a box scraper, a tool like a small wood plane with a long handle and plane the old brand off and stencil the new one in its place. No trouble. The sale of dry fish had to account for at least 100 tons of the dry product each year in order for us to dispose of the entire 1000 tons that were landed.

Another product produced in Poulsbo was lutefisk. The salt codfish were placed in large wood tanks and filled with fresh water to remove the salt. Three days of soaking were required with a change of water preferably twice each day. Sometimes



when we were pressed the water was only changed once a day. Then a solution of sodium hydroxide was added and the fish allowed to soak for three days. The fish/solution was stirred several times each day to be sure all the fish were exposed to the solution as otherwise some fish would lay tight against another and the solution not get to all of the fish. During the three days, the caustic acted on the fibers in the fish and broke them down, rendering the whole somewhat like jello. It was very particular to have the correct strength of solution so as to not burn the fish and on the other hand the luting action had to penetrate to the full thickness of the flesh. Then there were three to four additional days of soaking in fresh water to remove all of the caustic, the water being changed at least twice daily. When done the fish was still solid and there was no difficulty in lifting a fish out of the water in which it was packed. It was like a fresh fish that had been somehow overstuffed with water to stretch the flesh and fill the cells tightly. The product was packed generally in a wood barrel that had been coated inside with wax.

The lute fish was very perishable and had to be kept in cold storage. In fact the lute process could only be done during the winter time when it was somewhat cold as once the salt had been removed from the fish, there was danger from spoiling. We experienced this difficulty from some of our customers such as the fish houses that made lutefish themselves. They were too anxious in the fall to get going and would call us on the telephone with a frantic cry that the fish we had shipped the last week was spoiled and no good and they would not pay for it. It turned out after we caught on that these people were soaking the fish in the month of September when the tap water was still warm. The fish spoiled in the process. We finally made them understand the problem and then for the early fall lutefish they made it in their cold storage rooms and added ice to the water to keep it cold.

This product is very popular with the Scandinavian people and is a treat at both Christmas and Thanksgiving. We also made lutefish out of boneless fillets as well as the whole fish with the skin on. The boneless was preferred by most customers.

TRANSPORTATION-----TO AND FROM THE PLANT

An operating fish plant handling up to 1000 tons of fish each year requires some reliable form of transportation. When the plant was established in 1911, the only method for shipping the product out and the supplies in was by the local freight and passenger steamer that ran to Seattle. The Kitsap County Transportation Co. with headquarters in Poulsbo and under the guidance of Warren Gazzam provided the service. The HYAK was the principal vessel on the Poulsbo run for this company. An opposition line headed by Chris Moe of Poulsbo operated under the name of Liberty Bay Transportation Co. They obtained the vessels ATHLON and VERONA running from Seattle to Poulsbo with way stops along the shores of Bainbridge Island and the adjacent mainland, both via the north route stopping at Port Madison, Suquamish, Seabold, etc; and the south route via the south end of the island.

Thus there was severe competition from the Kitsap County Transportation Co referred to as the 'Company Boats', and the Liberty Bay Transportation Co called 'The Farmer's Boats'. The rivalry raged hot and heavy. The Town of Poulsbo was literally split down the middle. The store keepers who shipped most of the freight favored the K.C.T.Co. almost exclusively while the farmers and some of the foot passengers supported the 'Farmers Boat'. The Codfish Co stayed with the K.C.T.Co.

These small steamers moved all the freight in and out of the codfish plant for many years. The wharf at the plant had a ramp on the end that was roughly twenty feet long and the outer or lower edge seven feet below the dock top. The steamer handled the freight with two wheel hand trucks pushed by the crewmen. When the steamer came to the dock, they would decide whether to work from the dock top or via the slip depending on the height of the tide. A gang plank was pulled out from the freight deck and secured on the wharf. Next a snatch block was secured on the wharf / dock and a steel cable run through this and back to a small steam winch on the steamer.. The end of the cable had a large hook that would engage a metal bale suspended from the lower edge of the hand truck axel. The man placed the hand truck on the deck of the steamer in position so when the winch was engaged, the hook would catch the bale

of the truck. Further there was a section of flat chain in the winch line and the man placed his feet on this, one ahead of the other, so both the man and the truck went up the incline together. At the top, the winch was stopped, the man proceeded forward with the momentum from the winch, and the hook detached itself. On going down from the wharf to the deck of the steamer, the hook was engaged and the truck pulled the wire out from the winch drum. If the man had a heavy load, the winch driver had a brake to slow the decent. All in all it was a very satisfactory system.

Father told me that one day one of the men of Poulsbo died and an undertaker was requested by the family to come from Seattle for the body. Next morning the gentlemen dressed in black along with his helper came to Poulsbo by boat. He engaged the services of the local dray wagon driver who took the two men and the empty coffin out to the home of the deceased. The body was placed in the box and the party returned to town. Down on the wharf they proceeded where the box with the farmer inside was placed on the HYAK. Now the former farmer was a patron of the ATHLON belonging to the Liberty Bay Transportation Co, the Farmer's Boat and not the HYAK. Evidently there was a lay over at the wharf in Poulsbo before the HYAK was scheduled to depart for Seattle. At any rate the word leaked out that the undertaker had placed the body on the wrong boat. In short order a posse was formed and they marched right down to the HYAK and then on board without a ticket or even the 'by your by' from the mate at the gang plank. The coffin was lifted on their shoulders and removed from the vessel with the loud exclamation " If Bill (fictitious) would not ride this boat when he was alive, he is not going to have to ride there when he is dead."

Most of the freight in the 1910's was taken on the night trip of the HYAK or whatever other boat was on the run. If there were freight from Seattle to the plant, that would be on board at the time of the 5:15 P.M. departure from Seattle. Similar freight shipments for the other stops along the way were stowed on the lower deck, and at each stop, the supplies for the local store were unloaded while the passengers waited. There were ten landings before Poulsbo as regular stops and also the Codfish Co dock when there was freight. At the fish plant there might be a car

load of wood box shoos to unload or there might be up to a car load, say 15 tons, of codfish being shipped to Seattle. All this before the passengers were allowed to get off at the regular Poulsbo passenger landing. After several years the HYAK discharged the passengers and then returned for the freight.

A supply of packaged codfish was kept on Pier 3 in Seattle available for filling orders direct. The larger boxes that were too heavy for a person to carry off were stored in one of the open bays of the wharf, under cover though and locked up from every one at night. Passengers bound from the street to any of the little steamers, referred to as the mosquito fleet, walked down the center of the wharf past all the freight, both ours and others.. The small packages were kept in a locker to prevent pilferage. Then as orders were received in the Seattle office which was only a few docks away, George Shields would make up the necessary shipping documents and go to Pier 3 with marking stencil in hand to mark up the shipments. It was very convenient. Other larger orders such as an order for a car load to be shipped by railroad to California were marked at the Poulsbo plant and offloaded directly onto the railroad car. The crew of the small steamer on the Sound had considerably more work than today and all with no time off and no overtime. The schedule was for the boat to run every day of the month and as there were no extras in the crew, each man had to be there every day without fail. The saying was that you had to quit to get a day off.

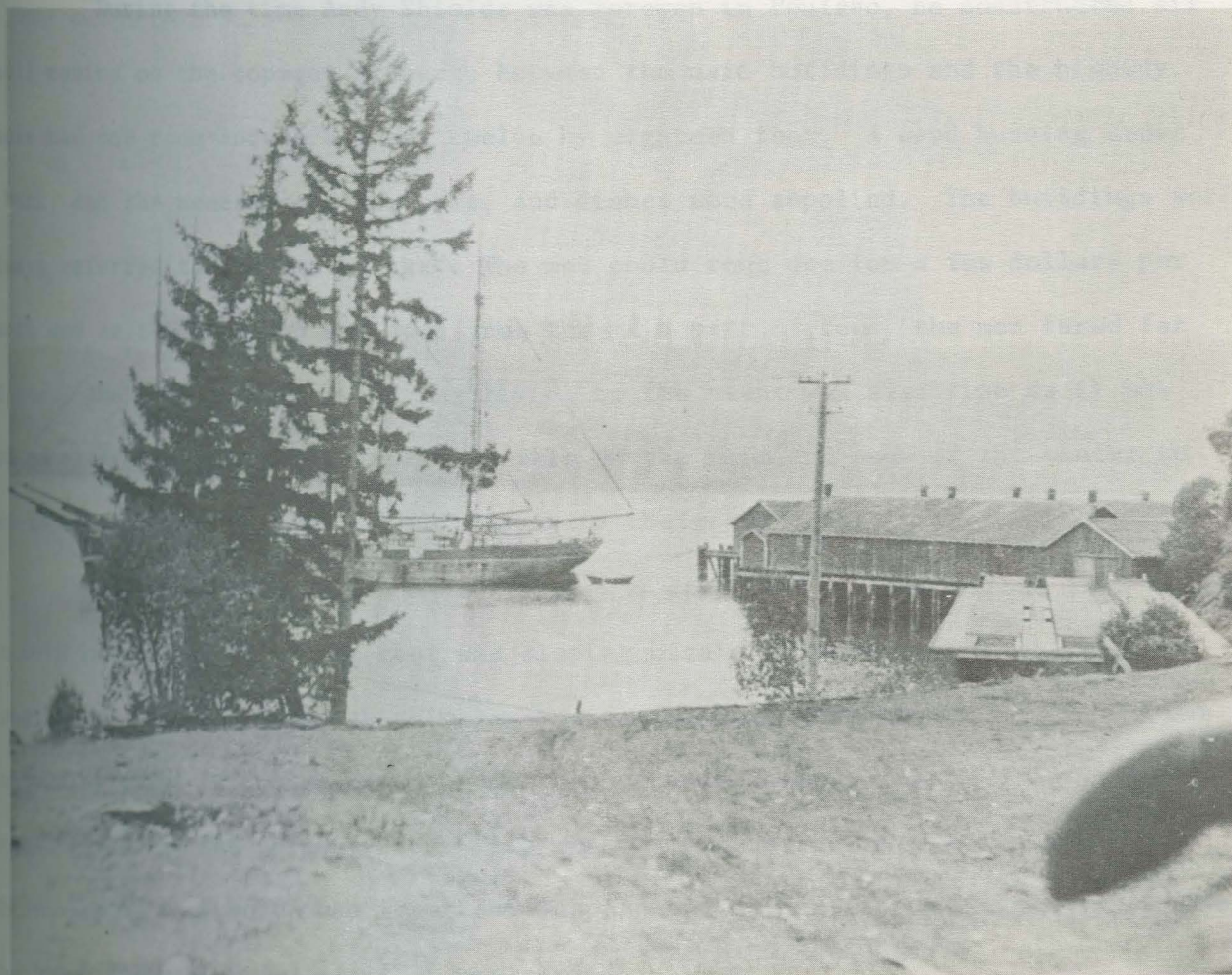
By the mid 1920's the Kitsap County Transportation Co instituted a mid-day freight service from Seattle to Port Madison, Suquamish, Seabold, Navy Torpedo Station at Keyport, and the various landings in Liberty Bay. The boat left Seattle about 10:30 A.M. reaching Poulsbo in time for the 3:00 P.M. departure or return back to Seattle. There was often considerable lay over in Poulsbo when there was only a little freight to handle some days. This was far more convenient for all as the freight was carried on trips when there were few passengers. Further all the freight stops were made during daylight hours rather than after dark as previously. None of the landings had lights on the end of the wharf and no night crew were required on the wharf, just the normal day shift.

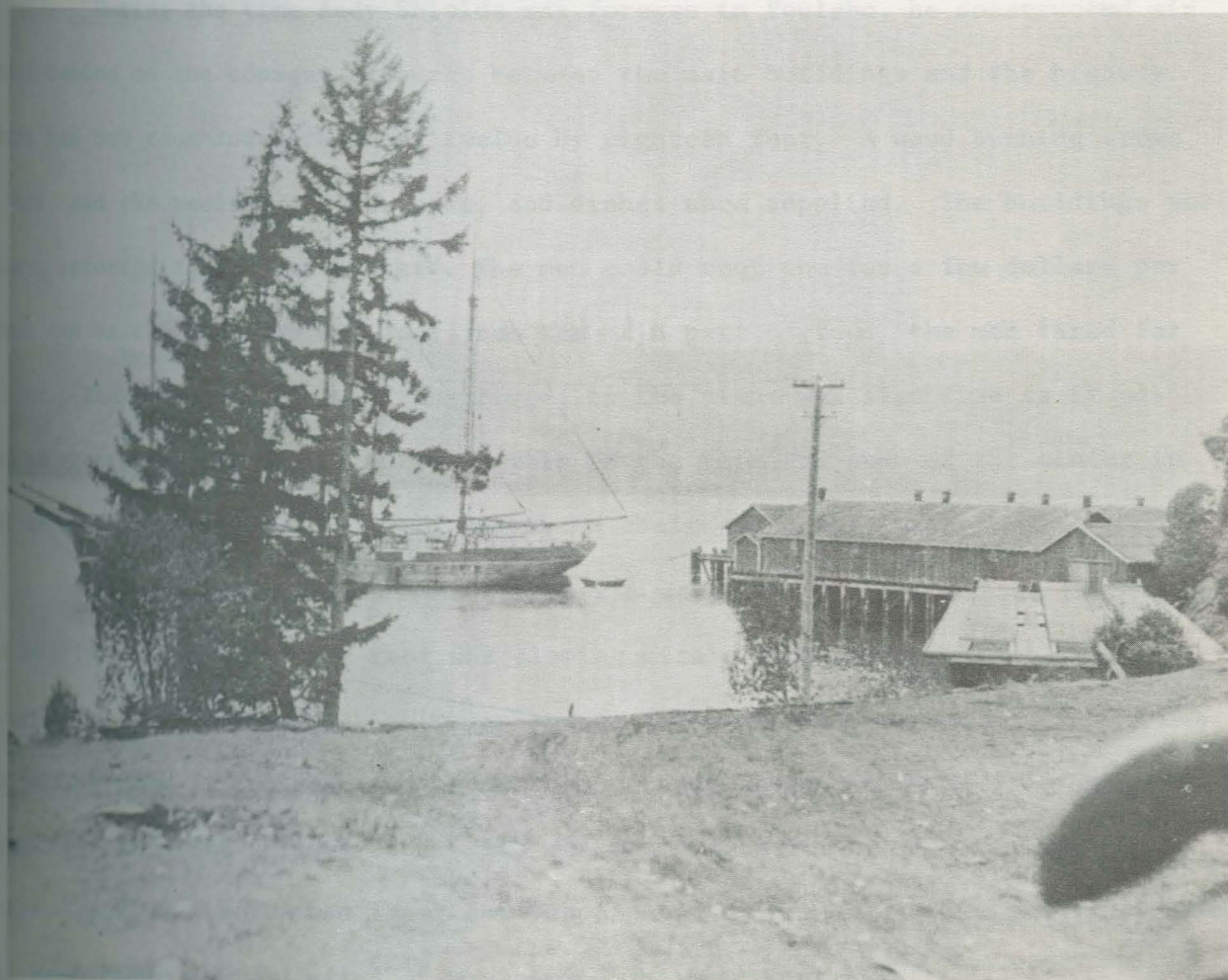
One of the steamers on this run was the VASHON II renamed the MANITOU when acquired by the K.C.T.Co. She had a Barlow elevator which proved superior to the former flat chain and cable. On the outer end of one of the one story sheds in the plant was a painted white square signboard with hinges on the lower edge. By means of a light rope the sign could be hoisted so the white side was visible or when lowered the other side was the dark red of the buildings. The steamer captain could see this from across the bay and knew if there was a freight shipment whenever the white side was showing. With the Barlow elevator, the crew man with the hand truck was raised to the level of the wharf on the elevator platform, then he merely had to proceed onto the wharf via the gang plank. This gang plank was a strong gangway, wide enough for the hand truck and roughly fifteen feet long. The one end was attached to the wharf and laying on top of the wharf deck. The other end would land on the elevator when it was in the up position, and when the elevator was lowered the shipboard end of the plank was supported by two ropes secured to the elevator sides.

An auto freight service was instituted from Seattle to Poulsbo about 1930 with one round trip per day. This proved to be a great improvement at least for the small shipments. With this service, a shipment could be marked in Poulsbo for the destination and the auto freight would deliver it anywhere in Seattle or to another auto freight firm for shipment to a customer outside Seattle.

Also about this time Father had been selling salt codfish to a company named Sound Fish Co. This firm like many other small businesses at this time found themselves in financial difficulty. The creditors took over the assets. By this route Father acquired a Model A Ford truck. The former body was removed, dual wheels installed, a new body constructed, and now the Pacific Coast Codfish Co. and Father had a truck of their own. It was used extensively for shipments from Poulsbo to Seattle with codfish and returning brought back necessary supplies such as wood box shooks, cardboard cartons, wrapping paper, etc. The truck could haul roughly four tons. This was very useful but did not eliminate all of the autofreight

Upper: Schr. JOHN A moored to the dolphin for the winter, 1912. The spanker mast head has been 'fished'.
Lower: Schrs. JOHN A and CHARLES R. WILSON moored to the dolphin during the winter, circa 1913.





shipments or steamer shipments. The route to Seattle for the truck was via the Suquamish-Ballard ferry. The Agate Pass bridge was not constructed until 1950.

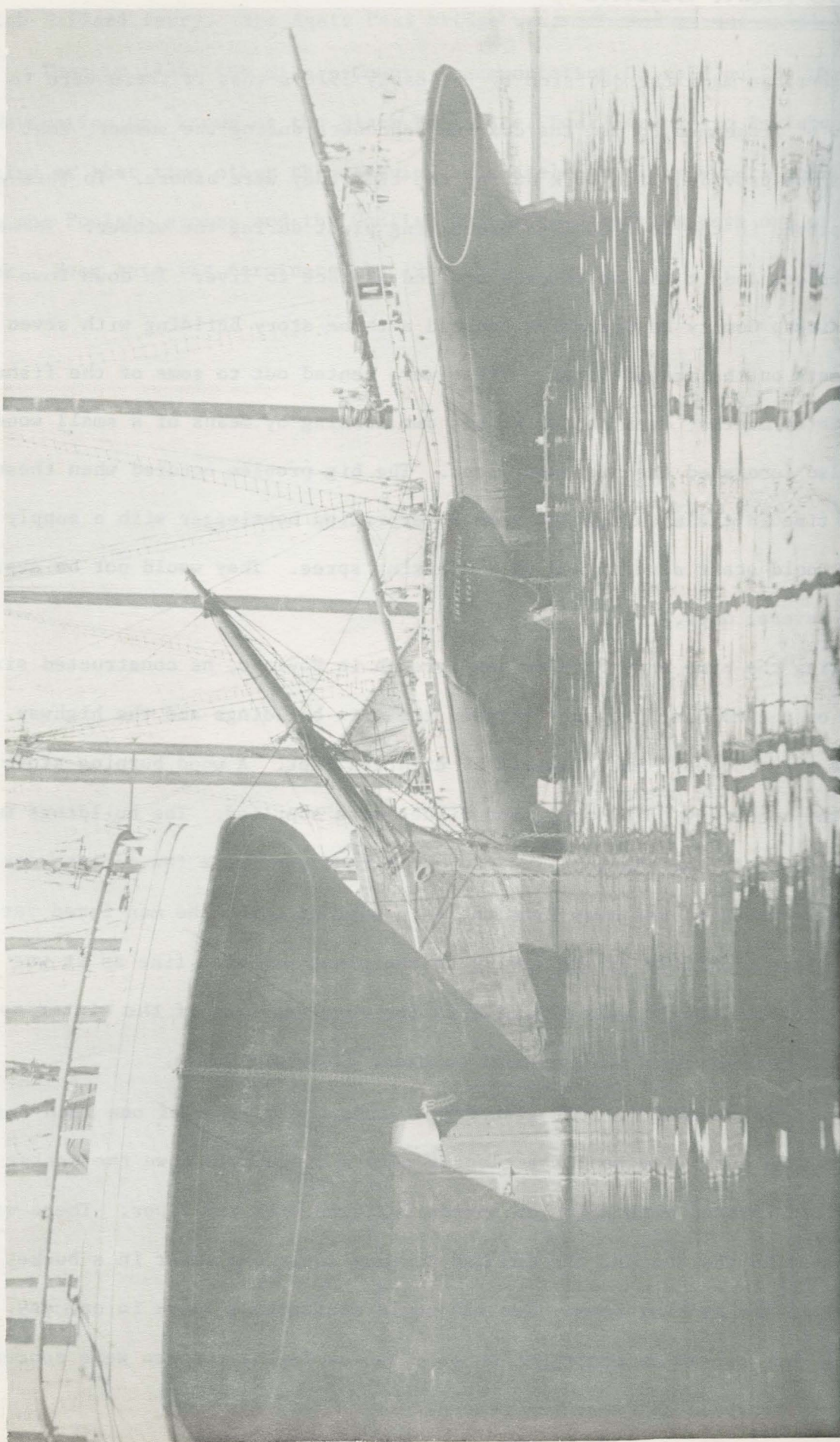
Then in 1936, the Kitsap County Transportation Co sold out to the Puget Sound Navigation Co, known as the Black Ball Line. Boat service to Poulsbo was terminated at that time other than service by vessels of other owners hauling freight only to the Poulsbo stores and the Codfish Co plant. Schedules were one or two trips per week. Even this was terminated by 1950.

The Poulsbo Plant Cabins

Father had made the decision by the early 1920's that if there were to be a steady crew of fishermen to man the codfish schooners during the summer, that these men must be provided with work during the time they were ashore. To this end many were employed in the Poulsbo fish processing plant during the winter. These men were bachelors and it was up to each to find a place to live. In down town Poulsbo the Kitsap County Co-Operative Asn. had a three story building with seven small apartments on the second floor. These were rented out to some of the fishermen during the winter months, each man doing his own cooking by means of a small wood stove that also furnished the necessary heat. The big problem occurred when these men had free time in the evenings and some enterprising bootlegger with a supply of moonshine would start several men on a drinking spree. They would not be available for work for several days.

During the time Andy Shields was foreman in Poulsbo, he constructed six small cabins on the company property between the main buildings and the highway. These had one room and were about twelve by eighteen feet. A wood burning stove, a bunk, and the necessary pots, pans, and dishes were supplied. The buildings were always referred to as "the shacks". The men could rent one for a few dollars per month and as the location was away from the main part of town, the men fared far better. The close proximity of the living to the plant was also fine as it was not necessary for the men to walk the mile in the rain and snow of the winter to get to work and further they could return to their cabin for lunch.

These buildings were made with 2 x 4 studs and a layer of one inch boards on both inside and out. The roof was sloping with a ridge pole down the center lengthwise, then covered with ship lap boards followed with tar paper. There was no running water in the shacks, the men had to carry their own water in a bucket from a faucet in the packing room. Two men could construct a shack in one day. While simple, they served an important purpose and as far as the men were concerned, the small cabin provided all that was needed.



Moorage In Lake Union

The stock market crash in the fall of 1929 was followed by the disastrous depression. The codfishing industry suffered along with other segments of the Seattle commercial fishing industry. Beginning in 1930, the Pacific Coast Codfish Co. sent only the C.A. THAYER to Bering Sea. Father's separate enterprise continued during 1930 with both the CHARLES R. WILSON and the SOPHIE CHRISTENSON. Accordingly during the summer of 1930 the JOHN A was laid up, and for the following summers, generally at least two other vessels were there, making a total of three.

A vessel at sea is exposed to considerable wear and tear from the elements. However, a wood vessel in an inactive status suffers more during the summer months when exposed to the blazing rays of the sun. The wood deck planks and those on the sides above the water line dry out to the point that the caulking seams are no longer tight. Several of the wood vessels constructed during World War I were then moored in Lake Union and the Lake Washington Ship Canal and had dried out until the seams were wide open. Then with a heavy rain the storm water would leak through the deck and into the bilge in the hold. This caused the vessel to sink several inches deeper in the water. Within a few hours the vessel would fill with water unless there were a watchman on board to start the bilge pump. Father did not want to see this occur on any of his vessels.

The first step for protection was that the vessels were anchored in the middle of Lake Union in an east and west direction and on the north side of a fleet of inactive sailing vessels. The large K.V. KRUSE that was more than twice the size of Father's largest vessel was on the southern side of the grouping. This shielded Father's vessels from some of the sun, especially on the side of the vessel.

Father purchased several truck loads of saw dust and wood chips and these were spread about three inches deep over the decks. Next was a covering of burlap sacks and old canvas to prevent the sawdust from blowing. Then all the one inch thick wood boards normally used in the fish holds to contain the bulk salt were laid

Codfish schooners C.A. THAYER, CHARLES R. WILSON and SOPHIE CHRISTENSON in winter moorage in Lake Union. The large schooner on the left is the K.V. KRUSE.

on top. This shielded the deck planks from the direct rays of the sun. The watchmen that lived on board would start the gas engine pump and wet the sawdust with water from the lake every week or so as a further protection for the deck planks.

I remember many times when there was no watchman, that Father asked me to spend an afternoon on the vessels pumping bilge and wetting the decks. In the fall of the year after the active schooner had been returned to the anchored-out fleet, the sawdust would be gathered up and stored in a large frame box with a cover to keep it dry and also with a bottom elevated slightly above the deck so as to allow air circulation to the deck. If the sawdust had remained in contact with the wood deck planks during the winter when it would become water soaked from the rain, this would allow rot to start in the deck. The protective measures as thus described were effective in prolonging the life of Father's vessels.

Down in the hold there was very little problem as the bulk salt was a great preservative and none of the inside wood that was exposed to the salt suffered from rot. However, it was always necessary to provide good air circulation and thus avoid sweating. The codfish schooners had a much longer life than other wood vessels because of the preservative action of the salt.

When the vessels were moored in Seattle there was always the problem of vandals. There was no way to keep them entirely out. Even the Seattle Police would do nothing about the problem, even though the vandal was caught and turned over to one of the officers. We were told that we would have to take the fellow to court and file charges against him, then attempt to collect for any damages we could prove. When the watchman went ashore the kids medium and large came on board by boat and proceeded to tear everything apart. It was no use to lock a door with the idea of keeping something secure. The vandals used an axe to smash any door they could not open otherwise. In fact a door in the captain's cabin on the JOHN A was smashed to slivers one day in their attempt to gain entry. It was not locked, only stuck with the swelling of the wood in the damp atmosphere of the winter. There was nothing inside. To protect against such loss of valuable materials we had to remove everything possible and store it ashore. Nothing could be left other than the equipment the watchman was using to cook his food. Nothing else was safe.

Marketing The Codfish Pack

When the Pacific Coast Codfish Co was founded in 1911, Father was selected as sales representative for the new company. For this he received a commission and this was his only pay from the firm. He did not have a salary at the time. Salt cured foods were prevalent then, this being the only method for preservation. The refrigerated show case had not been invented at least as far as general use in the grocery stores were concerned. There were some refrigerated counters in the better butcher shops for the display of meats and what fresh fish they could get and hold in one end in a bed of crushed ice. The deep freeze cases now in all supermarkets were unheard of then. Ham and bacon were heavily laden with salt so they would not spoil either in the store or in the customer's home. These had so much salt that par boiling was the accepted procedure before cooking. Hence salt cured fish was readily accepted. In fact fresh fish as we know it today could not be distributed from the fish house to the store for there were no storage facilities in the store other than small ice boxes. Fish could not be shipped any distance as the ice in the box would melt too quickly.

Father had developed a long list of firms that would handle the salt cod however. These included the local wholesale grocery firms, the other fish companies, many stores, etc. There was a store house on Pier 3 where the Company maintained a stock of all the different packages of codfish and from there orders were shipped to most of the western states. Orders would come into the office by mail or telephone and then George Shields would make up the shipping papers and carry them to Pier 3. Here he set aside the boxes for each shipment and using a stencil and brush marked each case with the name of the consignee and city.

With the coming of mechanical refrigeration first in the fish houses and then in the retail stores, it became practical for the fresh fish people to sell good fresh fish to the public outside the limited range of daily deliveries from the ports where the fish boats landed. Then eastern Washington, Idaho, and Montana had the availability of good fresh fish and this accompanied by the beginning of auto freight

service made the deliveries available on a daily basis. This resulted in a reduction in demand for the salt product. There was still sufficient demand for the salt cod to keep the Pacific Coast Codfish Co, the Robinson Fisheries Co, and the Matheson Fisheries Co all busy.

Up to the begining of the U.S. involvement in World War II, Father was able to market the annual pack. During the 1930's the largest outlet was in the state of California. The Codfish Co had two principal agents. In Los Angeles there was the Los Nageles Smoking and Curing Co who were more a customer than a sales agent. The fish was shipped to this firm in car load lots via the railroad with possibily three carloads per year. In San Francisco there was a far better arrangement through the food brokerage firm of W.G.Goldberg and Co. They maintained many excellent accounts including some of the large grocery chains. During the fall and winter months nearly every week a shipment was forwarded to them. The term car load does not indicate the railroad car was full, on the contrary, the tariff provided the car load rate for just over 20,000 pounds. The railroad company spotted the car at the San Francisco or Oakland warehouse where the local supply was stored. However the aim was to have as much as possible sold before the car arrived. Then all orders possible were filled from the open door and trucked to the buyer. The remainded was placed in storage in the warehouse companies building. By so doing the added cost of handling the cases into and out of storage plus a minimum of one month of storage was charged on that put in the warehouse and avoided on that delivered directly. I believe this one broker accounted for over half of the output of salt codfish from the Poulsbo plant.

Shortly after the U.S. was involved in the hostilities the Government confiscated the SOPHIE CHRISTENSON and thereby greatly reduced the production of salt codfish. Father purchased the Rytak Co and Nordic Baking and Importing Co. in 1942. They were both under the same ownership with a baking plant at 1630 15th. Ave West in Seattle. They had become so far deliquent in payment of bills including purchases of codfish that Father took over the combined assets rather than let them go through bankruptcy in which case he would most likely loose the greater part or

all of the outstanding codfish bills.

By this route he entered the importation business concentrating on Scandinavian food products, especailly fish and cheese. The Rytak Co operated a bakery manufacturing a rye flour hard tack in sheets the size of phonograph records. The two companies together had operated with two or three salesmen on the road calling on the retail stores in western Washington and western Oregon. The company had supplied each man with a small truck in which he had some of the hard tack and other speciality items. For a small order it would be filled from the supply in each man's truck while larger orders were shipped via auto freight.

When Father took over, he retained the name and operated both from his former waterfront office, at that time moved to the Canadian National Dock, and the office of the bakery on 15th. Ave West. Father immediately emphasized the salt cod with the salesmen. I will not go farther into the operation at this time other than to indicate this was a most fortunate move as far as the codfish operation was concerned. This provided access to many retail stores in the Seattle and Portland distribution areas via these salesmen. After the war was over and the demand for salt preserved foods had subsided, it was found that the California market was no longer there as had previously been the case. First there had been insufficient salt codfish to supply all the market demand during the war years and the California customers were almost entirely cut off. They were not therefore ready to resume handling our fish as other supply lines had been established. Secondly, during these years there were far better methods established for the distribution of fresh fish and this resulted in a permanent change in the eating habits. While the use of fish once or twice a week was still followed in many catholic homes, fresh fish was used instead of salt cured.

Another change occurred at this time with the great increase in number of working women in this country. A working woman does not have the time at home to soak out the salt and otherwise prepare the salt fish with cream gravy. Rather, she wants a quick dinner that she can pick up from the supermarket on the way home from work. The change became more pronounced in the following years as more women went

to work. Further with the expansion in size of the grocery stores from the former small neighborhood family owned enterprise to the large super market owned by a major wholesale firm often with national or multi-state outlets, there was also the inclusion in these stores of large frozen food cabinets. This provided the outlet the fishery industry had long sought, that of good frozen fish available to all the shoppers. The sales of salt codfish suffered immeasurably.

The saving event for the codfish enterprise turned out to be these salesmen calling on the retail trade. They were able to place one case shipments in an increasing number of stores where as the large wholesalers with their multitude of super-markets were unwilling to even bother with our product due to the limited sales. Without the salesmen operating from the bakery there would not have been an adequate method for the sale of the catch of the one vessel that we operated from 1946 to 1950. Father sold the baking portion of the conglomerate to Nick Jorgenson in 1945 and moved to the building next door, 1634 15th. Ave West. We continued to use the term bakery long after the baking portion was gone. Father retained the sales force and the importing portion continuing the food specialty lines and distribution.

SOPHIE CHRISTENSON'S New Masts

During the 1940 fishing season both the CHARLES R WILSON and the SOPHIE CHRISTENSON had been sent to the Bering Sea codfish banks the former under the command of Capt Knute "Dempsey" Pearson and the latter, the 'Flag Ship' under Father's command. They both returned with very good catches, the fish was off loaded at the Poulsbo plant and placed in the large wood tanks, all the running gear removed to the sail loft and the vessel cleaned up thoroughly. Then one at a time the two were towed to winter moorage in Lake Union.

During the summer two of the masts on the SOPHIE CHRISTENSON had broken or shown signs of imminent failure. Accordingly the decision was made that they had to be replaced. Also the spanker mast had been known for several years to be rotted just above the deck line. Therefore there was a need for three new masts. The making of a new mast and installing it in a vessel was no small or normal task that could be performed by the fishermen living on the vessel who did normal maintenance work.

Over the years Father had purchased from Nieder and Marcus Co., ship breakers, considerable quantity of sails, turnbuckles, booms, gaffs, cross trees, blocks and other miscellaneous hardware used on sailing vessels for possible future use. These were stored in Father's basement and in the plant in Poulsbo. There were no masts and from past experience Father had found that whenever a new mast was needed it was necessary to go and find some logger who was operating in a timber stand where tall straight trees grew and further that he could get them out to salt water. Logs of the size required to make a mast 110 feet long were not otherwise available. Most loggers could not take such a long log out of the woods due to the winding road from the highway to where they were loading the trucks. They normally cut the logs to about 40 foot lengths for easier hauling and as the saw mills could not handle long logs on their head saw.

Further over the years Father had operated sailing vessels, he had of necessity been required to replace many other masts on this and other vessels. Many times previously, the mast log had been delivered to the Port of Seattle Fisherman's

man's Wharf in Ballard or some other location where the log was taken out of the water rolled out of the way from the lifting crane, and there a crew of men put to work hewing out the mast. There were at least thirty man days of labor required. On the other hand there was a small firm located next to the Ballard Bridge who were in the business of manufacturing wood spars, the Spar Manufacturing Co. They could handle the 110 foot long logs in their lathe but the catch was there were no such logs available. The owners of the firm had been purchasing long straight logs from a logger in the vicinity of Hoodspout on Hood Canal. They suggested that Father contact this logger and see if they could find trees to meet these requirements.

We went to see this logger on a Saturday in November. We needed three straight logs, each 110 feet long and with a minimum diameter of 22 inches for two of the logs and 24 inches for the third. He took us out to a deep gulley adjacent to his logging site and after many hours of searching we found four large standing trees. All trees look straight until you stand alongside and look upward. there seems always to be a slight bend. Finally we were satisfied. He would fall them the next week which he did. One of them cracked when it was felled and therefore had to be discarded. A special permit was required to haul the logs on the highway as 110 footers are beyond the normal legal limit. The State Patrol allowed the special permit for a Saturday morning and the logs were taken to salt water.

We hired a small gas fishboat to tow the logs to Ballard and all looked well. The first and second logs were turned in the lathe to the proper dimensions. The third log when placed in the lathe was found to curve more than the mast would allow. It would not make a straight mast. There is no way with a lathe to make a round mast that is not straight. By now it was Christmas and the logging operation was shut down for snow. We still needed a third mast and no place was available to get another log.

At this point in time we took another look at some of our resources and decided we would hew the mast out of the available log and leave a slight bend in the lengthwise axis. The log was towed to Poulsbo by another gas boat that needed a few dollars in the off season. I had a place on the beach and the log was rolled

up above high tide and then jacked up on a hastily made platform. The log was $3\frac{1}{2}$ feet in diameter at the butt end and about 30 inches at the top. An excellent, clear log except for the kink. After much figuring, I found I could make the mast with a 10 inch offset or bow in the lengthwise centerline and with the butt end of the log as the mast top.

I had three fishermen who were good rough carpenters: John Berg, Olaf Kittle, and Ed Storhoff. I proceeded to lay out the lines and the first step was to remove the bark so the log was smooth wood. The next step was to lay out the lines on each end of the log after which I selected the curved axis. Following this, I set the lines so there would be two flat sides opposite to each other. This step was relatively easy as these sides were on the straight axis. A line was established where each flat side would touch the outer circle or outside of the log. The log was rolled so first one side to be flat was up and then the other. Each time a cross-cut saw was used to saw down to the line on each side, the cut being about 15 inches wide. Then first with wedge and maul to split out the excess wood and then by adz, the log was brought to a flat side. The process was then repeated on the opposite side. These flat sides were made very true and where necessary, were dressed off with a large carpenter's plane.

The next step was to remove the other two sides and have a square timber. This was done the same as before except instead of using a straight chalk line, the center curved ten inches at the mid point. Otherwise, the job was just as previously described. When this was done I had a winter's supply of fire wood for my cook stove and the log was square although curved from end to end with the ten inch offset centerline.

I might add that the top end of a mast for a topmast schooner is square above the crosstrees. In the above squaring process, the mast was made 22 inches square from the lower end to about three feet below the crosstrees seat. It then tapered outward to 26 inches at the seat, and then squared to about 20 inches above the seat, then tapering to 18 inches at the top. These dimensions are by memory and might be off a little as this was 40 years ago.

The mast was next made octagonal and each side again dressed smooth with the adz and then the plane. The marks were again scribed on the timber for sixteen flat sides and this was done with the adz and draw knife and then the plane. From here it was simple to remove the corners with a draw knife and plane. Now we had a completed mast.

I applied two or three coats of boiled linseed oil as the wood became dry enough to accept it. The new mast was rolled back into the bay at high tide and the good old gas boat towed it to Seattle. Then the SOPHIE CHRISTENSON and the other two masts were towed to the Port of Seattle sheer legs at Pier 91 where all the masts were installed. In the process one of the crosstrees on the old masts was found to be rotted and luckily we had another that Father had salvaged from some other vessel and it had been stored in the warehouse in Poulsbo for many years. Thus it was shown that Father's efforts to store materials from other vessels paid off.

In the mast replacement work the old foremast was the first to be removed. The head stays were all slacked and the shrouds likewise. A pair of wires were attached to the head of the mainmast, the next mast aft and these brought forward one on each side and secured with a turnbuckle around a frame where it projected above the deck to form the bulwarks. This was opposite the foremast so as to serve as a forestay and steady the three after masts when the foremast was removed. Similar wire lines were attached to the crosstrees of the foremast and secured in four directions while the head stays, spring stay, and shrouds were all let go. The vessel was placed with the foremast opposite the sheer legs. This shore crane did not have sufficient height to lift the mast out even at low tide with the sling attached above the balance point. Therefore, two 90 foot shots of anchor chain were placed on the deck house to be used as counter weights on the mast.

The sling was placed as a wire choker on the old mast as low as possible. The mast needed to be raised 18 or 19 feet before the lower end would clear the top of the deck house; therefore, the blocks of the crane had to allow hoisting this amount after the sling was tight. Also, the lower block was so large it would lie against the mast and cause a bind unless the sling were long enough. The rigging

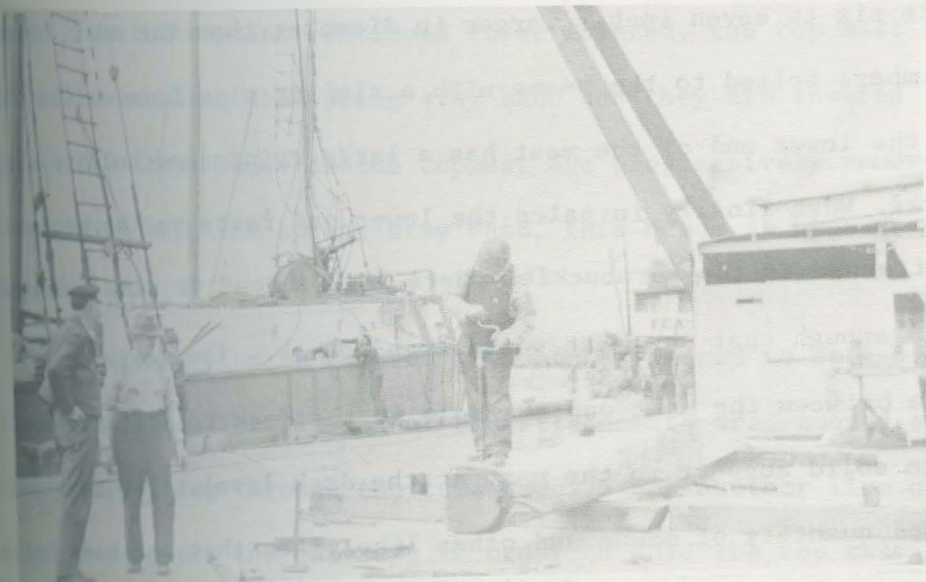
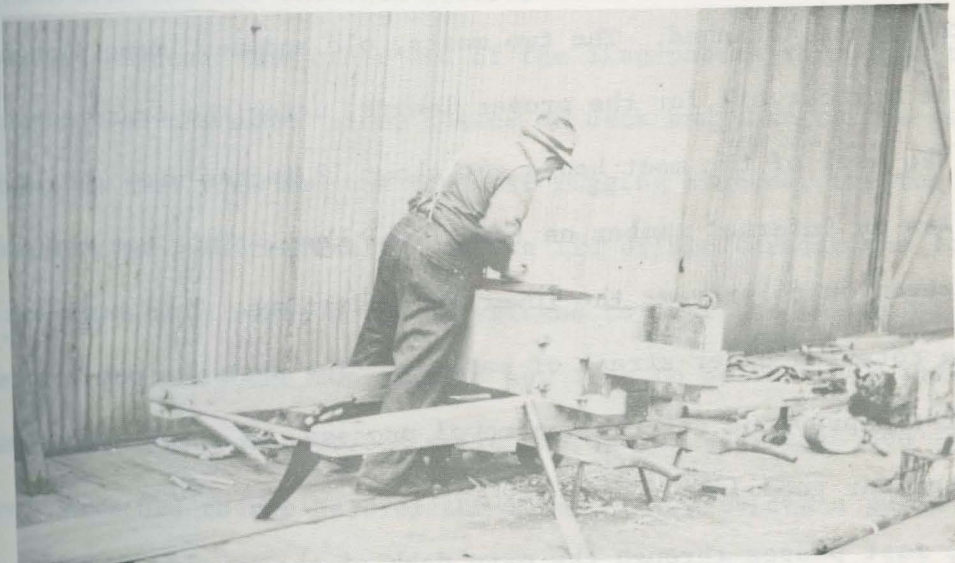
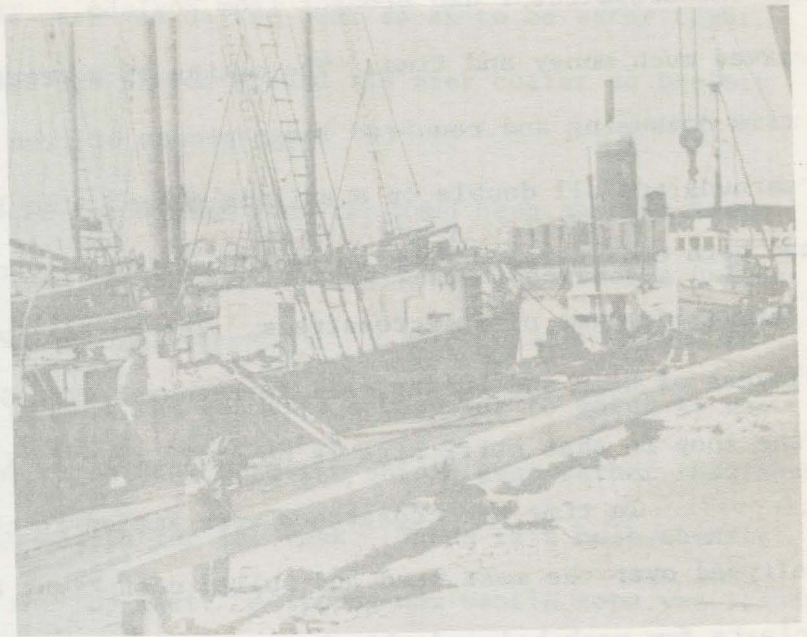
was finally let go and lashed to the mast as the hoisting began. As the crosstrees and rigging were still attached near the top, care was taken to be sure the mast would not up-end when it left the deck house and drop all that weight on the deck. Therefore the three tons of chain mentioned earlier, were hung on the lower end during the hoisting.

The mast finally cleared the deck house and was lowered onto the dock. The new mast already was placed there. The iron work was now removed, next the head stays, then the shrouds were slipped over the head of the old mast and the crosstrees slipped off. They were not attached other than by the spider band and spider band stays iron rods about three feet long. These would not hold the cross trees should the mast upend. The weight of the crosstrees and the binding from the shrouds held this large frame work always tight on the mast.

In lifting an old mast out there was another care that had to be exercised most carefully, especially if the vessel had been laid up for several years. When the mast was lifted out of the opening in the deck or in the above case the forward house, as mentioned the mast might up-end. In the process for a short time it would be hanging in a horizontal position. Should the mast be rotten near the mid point, the stress might caust the mast to break in two at the sling point. Then both ends would fall on deck and anyone standing near the suspended mast. Therefore, the mast was lowered on the deck of wharf with great care, the lower end striking the deck first and the lower end being pulled along the face of the wharf by a long line making sure no onewas in a position to be injured should the mast break when it became horizontal. If the mast were to be lowered onto the deck of the vessel, it was first lowered over the outboard side and then down into the water so if it broke, no damage would occur.

When the mast was on the dock the old rigging that had been slipped off was carefully examined. Some stays were found rusted and replaced. The others had the servings replaced and all were given a liberal covering of Stockholm tar. I had brought out by truck several old double shrouds which had been purchased many years before from other sailing vessels being wrecked. Some of these were used as well

Preparations for stepping a new mast in CHARLES R. WILSON, 1936. Upper, making final adjustments to the head of the mast; middle, repairs being made to the cross trees; lower, boring a hole in the outer end of the jib boom for the bolt to secure one of the bands that hold the wire stays from the head of the mast.



as one crosstree I had brought from Poulsbo . The use of this former equipment saved much money and time. The making of a crosstree after the mast is out is very time consuming and required large pieces of iron bark and other hard woods. The shrouds are all double on a sailing vessel, the loop or eye being made in the center and both ends carried down to deck, passing over the trestle trees and between the thwartship arms of the crosstrees. The entire loop area is served with several layers of hemp and burlap, all impregnated with Stockholm tar. Even the forming of the loop in that stiff wire is no small task in itself.

In time the crosstrees were fitted to the new mast head, and then the shrouds slipped over the mast head and pulled down tight by hand. The other iron bands and cleats for peak halyards blocks, springstay band, and all the headstay bands were fitted and the stays attached. The two masts, old and new, were alongside each other so the new one was cut off for the proper length, using the crosstree seat as the key point. The heel of the mast had a cut about 12 inches wide and 18 inches long which straddles an internal timber on top of the keel. This cut was made and the steel band driven on to prevent the lower end splitting. This heel cut prevents the mast from rotating under stress of sailing. The mast was now hoisted into place in reverse of the previous described removal process. A silver coin was placed under each mast for good luck.

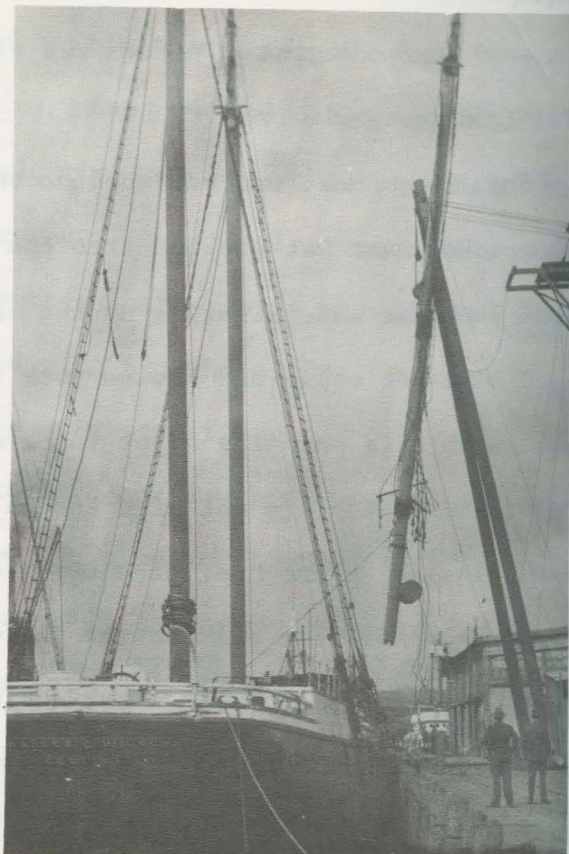
The mast passes through the main deck of the vessel between two deck beams. The hole is always made six to seven inches larger in diameter than the mast. Further, there are two heavy timbers bolted to the beams with a similar size hole called the mast parteners. Thus the lower end of the mast has a large reinforced hole to slip through as it is lowered. When finally in place the lower end rests on the keelson. The rigging was then attached to the turnbuckles where each shroud or stay belonged and all of these set up enough that the mast would stand plumb. Then a series of wood wedges were driven between the mast and the hole in the deck to fill the gap and to provide absolute solid support to the mast at the deck level. The next step was to place a good quantity of oakum and other like fiber that had been well soaked in Stockholm tar around the mast and on top of the wedges. Next a mast collar

made of canvas was tacked around the mast and on the deck so as to be water tight. Finally a wood box made in two pieces was placed around the mast collar to protect the canvas from damage.

The mizen mast was replaced second and then the hand hewn spanker last. After the spanker mast was stepped into the ship, the bend was not noticable unless an eye-ball look was made sighting up the mast.

I have not explained how we took the topmasts down prior to going to the sheer legs as this is normally a job to be done with the ship's gear rather than shore cranes, as these cranes are not high enough for the task. There is a hole thwart-ships or cross wise in the heel of the top mast. A strong new manila rope was passed through this hole with the one end then secured at the head of the lower mast which is about eight feet higher. The other end of the line passes through a block also at the mast head but on the other side, thence to deck and then to the winch. When a strain is taken on this line and the top mast rigging slacked, the top mast can be raised an inch or two, sufficiently that the fid or pin through the lower end of the top mast and whose ends rest on the crosstrees to bear the weight of the top mast, can now be withdrawn. The top mast is now free to be lowered, the lower end still being steadied by the cross trees while the spring stay band ten feet higher that is securely attached to the head of the lower mast provides a guide. The top mast rigging is let go from the crosstrees and allowed to dangle as the top mast is lowered. As the topmast continued to be lowered, the top mast shrouds are removed just before reaching the spring stay band and they are lowered separately to deck. Then all the steel bands on the topmast are progressively removed as each of them becomes level with the spring stay band, this being as high as the men can go on the lower mast.

As each item is removed it must be lowered to deck by means of another line called a gantline. Finally all of the attachments are removed and the top is just slightly projecting through the crosstrees. Now another line or sling must be attached to complete the lowering in order to hold the top mast from up-ending once the tip is below the cross trees. From there on it was just a job to lower away

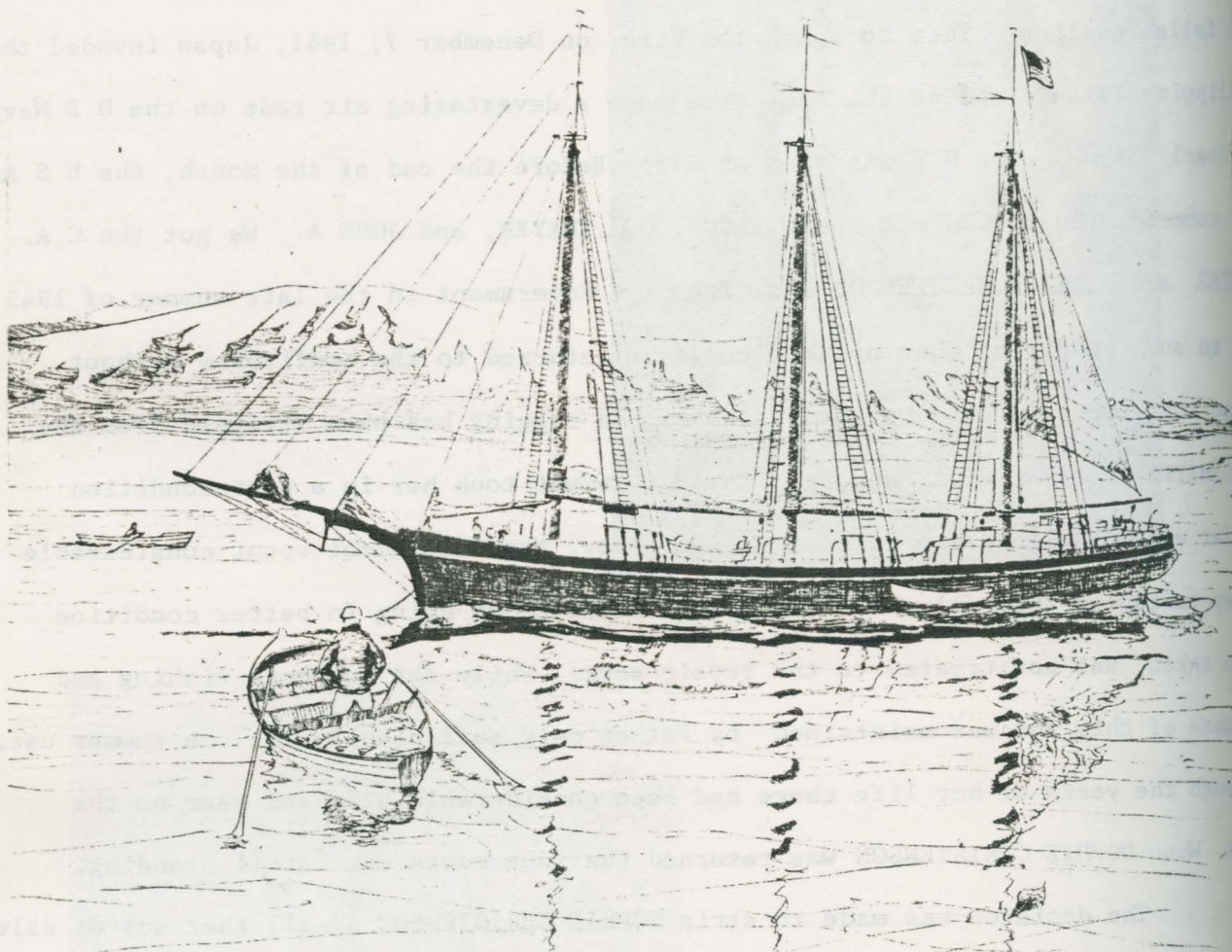


until the top mast was on deck. Putting the top mast back was merely the reverse of the above procedure.

These masts were used in the SOPHIE CHRISTENSON in the codfishing trade for only one year. At the end of the 1941 season, the war in Europe was expanding rapidly and England was suffering from air raids by the German Air Force. France had fallen earlier. Then to spark the fire, on December 7, 1941, Japan invaded the Philippine Islands and at the same time made a devastating air raid on the U S Navy at Pearl Harbor. The U S was then at war! Before the end of the month, the U S Army had commandeered the SOPHIE CHRISTENSON, C.A.THAYER, and JOHN A. We got the C.A. THAYER and SOPHIE CHRISTENSON back from the Government in the late summer of 1945 but in such condition that neither could be returned to the codfishery without extensive reconstruction work. The masts and rigging had been stripped from the C.A.THAYER and destroyed, however, the Government took her in a poor condition as far as the hull was concerned. Accordingly, the Government spent considerable money to repair the hull while the SOPHIE CHRISTENSON being in better condition when taken, was not treated to the repair work. While she had been fishing and because of this she was maintained by Father only sufficiently for the summer use. Through the years of her life there had been considerable wear and tear on the hull. When SOPHIE CHRISTENSON was returned the four masts were still standing.

The decision was made to strip SOPHIE CHRISTENSON of all that was of salvage value, and rebuild the C.A.THAYER. The masts from the SOPHIE were installed in the C.A.THAYER and that accounted for the sawed off appearance she had after the war. They would have been correct for a top mast schooner, only we never installed them.

I think the mast that I had hand hewed on the beach at Poulsbo was the last mast to be so made. The new masts for the C.A.THAYER for her trip to San Francisco in 1957, and the new masts for the WAWONA were made in a lathe. There is in this volume a picture of a part of that mast. It was taken in 1950 when I returned from the last codfishing voyage and it shows me lowering the American Flag for the last time on any commercial voyage by sail on the U.S. West Coast.



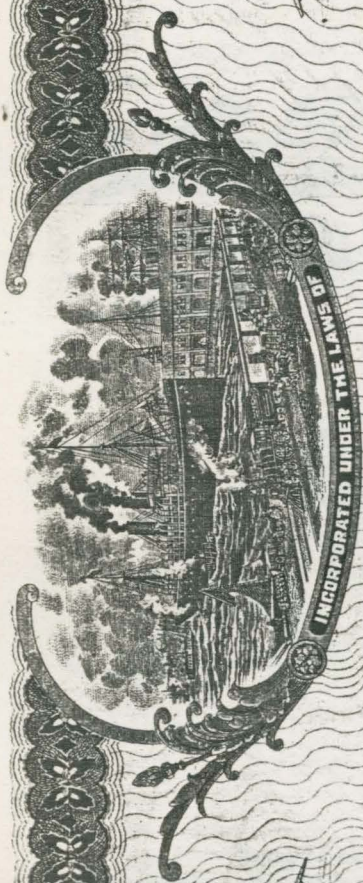
James A. Cole

Memories of by gone years and happy days on the cod banks.

PART III

THE
PACIFIC COAST CODFISH CO.
A Corporation History

1911-1962



INCORPORATED UNDER THE LAWS OF

THE STATE OF WASHINGTON



NUMBER

200



SHARES

Pacific Coast Codfish Company

CAPITAL STOCK, \$150,000.00

FULLY PAID

NON-ASSESSABLE

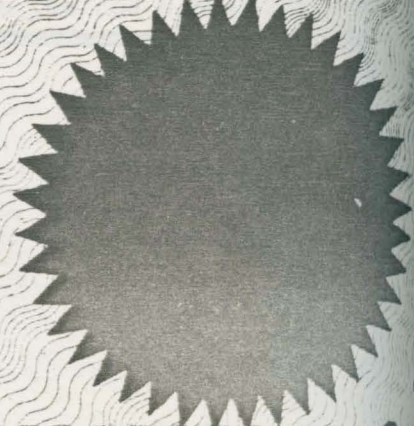
This Certifies that

_____ is the owner of
_____ Shares of the Capital Stock of

Pacific Coast Codfish Company

*transferable only on the Books of the Corporation by the
holder hereof in person or by duly authorized Attorney on
surrender of this Certificate properly endorsed.*

*In Witness Whereof the duly authorized officers of this Corporation have hereunto subscribed
their names and caused the corporate Seal to be hereunto affixed at SEATTLE, WASHINGTON,
this _____ day of _____ A.D. 19 _____*



SECRETARY

PRESIDENT

There were two salt codfish plants in West Seattle shortly after the turn of the century. One, the King and Winge Codfish Company, was located near the Alki Point lighthouse. This was the same King and Winge partnership which operated a shipyard and built the KING and WING, the TOM AND ALL and other vessels. The other firm was the Seattle-Alaska Fish Company which had a plant about a half mile east of Duwamish Head, near the old West Seattle ferry landing. Owners of this second codfish company were Drs. Elif Jansen and Ivor Jansen, George Belgeson and Capt. John Grotle.

About 1910, a Mr. Tillman from San Francisco bought out both companies as well as the Union Fish Company of San Francisco. The following firms also engaged in the production of salt codfish in Alaska: Robinson Fisheries Company of Anacortes, with the JOSEPH RUSH; Captain J. A. Matheson of Anacortes, with the FANNY DUTARD; Pacific States Trading Company of San Francisco, owned by Mr. Woodside; Alaska Codfish Company of San Francisco, owned by Alfred Greenbaum.

Most of these companies had shore plants in the small towns of western Alaska, including Unga, Pirate Cove, Squaw Harbor, Sanak, East Anchor Cove, Unalaska, Akutan, Caton Island and other points in the Shumagin Islands, and westward. At these shore stations the fishing was done primarily during the winter months when the fat cod approached the coast to spawn. Each station had a bunk house, cook house, tank house, where the cod were salted in large wood vats, and a small wharf or pier where the dories were kept. If the weather were favorable the men launched their dories after breakfast and with one man to the dory, rowed and/or sailed a mile or so to the fishing grounds. In mid-afternoon they all returned, piked the fish onto the pier, and then secured the dories. After this the fish were cleaned and salted in the wood vats before turning in for the night. This work was carried on in mid-winter, often in snow storms.

These shore stations were serviced by the sailing vessels of the respective companies. The Seattle-Alaska Fish Company owned the small schooner NELLIE COLEMAN. This vessel had loaded the catch of the company's shore

station at Unga, Alaska, on Nov. 19, 1905, bound for Seattle when she was lost with all hands. She had cleared the last of the small islands and was never heard from again. Possibly this was the reason for selling out the Seattle plant.

In the fall of 1910 the former owners of the Seattle-Alaska Fish Company formed a new company and incorporated under the name Pacific Coast Codfish Company. They sent Captain John Grotle to San Diego where he purchased the three-masted schooner JOHN A.

Capt. Grotle sailed for San Francisco where a quantity of bulk salt was loaded and then proceeded to Seattle. The JOHN A. was then fitted out for codfishing in Seattle, and sailed in the spring of 1911 to the banks off Sanak Island, Siminof Island and other well-known grounds for the cod.

At the time the Pacific Coast Codfish Co. was organized, Dr. Jansen and the others from the old Seattle-Alaska Fish Company and the King and Winge Codfish Company had decided to incorporate under the laws of the State of Washington with Capital Stock in the amount of \$30,000. Stock in the amount of \$22,000 was sold and the remaining \$8,000 of stock given to the original founders as promotional stock. By the time the founders came to J. E. Shields to sell stock, all of the promotional stock had already been grabbed up by Dr. Jansen and friends. Father purchased \$2,000 of stock but was too late for the goodies the others had scoffed off. Father was chosen as the sales representative for the new firm, and the only compensation he received was the commission on the sales.

In an old minutes book of the company, the records show that the Articles of Incorporation were approved and signed on the 24th day of February 1911 by P.A. Hallberg, Dr. Elif Jansen, and J. E. Shields. The By-laws were approved and signed on the 3rd day of March 1911 by Dr. Elif Jansen, P. A. Hallberg, Carl F. Wallin, George Helgersen, and J. E. Shields. The same book also contains a page whereon is pasted a statement signed by each of these men attesting they will support the Constitution of the United States and the laws

of the State of Washington, and will faithfully perform the duties as Trustees of the Corporation.

These five men were then the trustees of the new corporation and the first item was to organize themselves. Accordingly, Dr. Jansen was elected as president, Mr. P.A. Hallberg was elected vice-president, and Mr. J. E. Shields was elected secretary and treasurer. Dr. Janson, being president, was also the manager, and his salary was set at \$300.00 for the first six months.

The minutes book shows that the meetings were held in room 311 of the Cobb Building in Seattle. Apparently this was the office of Dr. Jansen, as the Cobb Building was occupied almost entirely by members of the medical profession.

The next meeting of the trustees was held on April 31, 1911, at which time the main item of business was the selection of a site for the new home base and processing plant. They read a letter containing an option on a certain piece of property near the town of Poulsbo that had been given by Mr. M. Holm and his wife to the town. It consisted of 200 feet of tide lands and uplands from the meander line to the south side of the County road. It was to be deeded free and clear, provided the Pacific Coast Codfish Company constructed a fish plant there. A committee consisting of the five trustees was appointed to go to Poulsbo and review the property. A copy of the committee report is included as the following page.

At the next meeting on May 9, 1911, the trustees agreed to accept the offer from Poulsbo; it being in the name of the Liberty Bay Improvement Club. These conditions were imposed on the offer: "they will give us a clear warranty deed and abstract to said 200 feet of upland and will also guarantee that they will secure for us without delay title from the State to the tide land abutting said upland, also water rights to spring above said upland so as to ensure a gravity flow into the plant". Also included is the notation "we agree to accept \$3500.00 subscriptions as sufficient stock to be owned in Poulsbo, the amount subscribed for to be paid to the treasurer before we begin the erection of the plant".

As the tide lands belonged to the State, the sale could not be made before the need to start erection of the plant, and thus accounts for the guarantee required concerning the town of Poulsbo. I have never found just where the spring was located, as there was never a spring on any of the land owned by the company that I was aware of. It is very possible the spring was on property now (1979) owned by Mr. Paul Carson, which spring fed a small creek draining into the bay at the east side of the plant in later years.

These old books do not contain any indication of how or where the schooner JOHN A. was acquired. This information, as explained above, was told to me by my father and I have no reason to doubt it. At any rate, the JOHN A. was at sea on the fishing banks of western Alaska and was due to return around the 1st of September. Delay could not be allowed. Mr. Martin Bjermeland was chosen as chief carpenter to construct the new plant. A wharf extending out into deep water was constructed along with a 40 x 50 foot two story wood frame building to serve as the packing room. Also two shed buildings were constructed, each 100 feet long and 40 feet wide. Inside these were constructed wood tanks to hold the salt cod. The tanks were about 20 feet long, 8 feet wide, and 5 feet high. This was a standard size used in all of the codfish plants. The tanks were of 4 inch clear fir with the seams caulked as in a wood vessel. There were four tanks along each side of each of these sheds which were called tank houses. Each tank would hold twenty tons of fish and they were then filled with saturated salt brine, so as to exclude all air from the fish.

When the JOHN A. returned the first year the plant was complete, at least enough so that the vessel could start unloading. There was no electric power or light. To unload the fish the men worked with fish pews, a tool similar to a pitchfork used by a farmer, except there is only one prong on the end. This is the common tool used in the fish industry. The fish were forked or pewed from the position where salted in the vessel, first onto the deck, then a second group of men transferred them to the dock. Here they were next placed in a dory that was filled with water and the fish scrubbed. Next, the fish were

forked into a pan suspended from a steelyard, a balance scale where the fish were weighed, then into carts so they could be wheeled to the tank houses. All told, a lot of hand labor.

Father told me that when the JOHN A. returned the first year and the fish had been placed in the tanks, the wood had apparently shrunk after being caulked, and would not hold the salt brine. Each tank had to be emptied, one at a time, the tank recaulked, the fish returned, and new salt brine made and pumped over the fish. Notwithstanding all this work, the operation was profitable.

The vessel landed a cargo of 382 tons of salt cod. In order to complete the Poulsbo plant, the company secured a loan from the Scandinavian American Bank in Seattle in the amount of \$3000.00. An additional loan of \$11,000.00 was secured for the purpose of paying off the crew, making a total loan of \$14,000.00.

At the January 10, 1912 meeting of the trustees, the financial report of the treasurer shows \$6500.00 had been paid off on the loan. This report also shows sales as follows:

whole fish	175,450 pounds
bricks and tablets	77,440 pounds
rolls	1,125 pounds
middles	5,840 pounds
strips	4,600 pounds

Bricks were two pound packages of salt cod that had been skinned and the major bones removed. Tablets were similar one pound packages. They were of the same size as a one or two pound package of butter. After the skin and large bones had been removed, the fish sides were placed on a table with slots for a knife to cut the fish to size in both directions. These cut pieces, some full size of the package and others as small odd-shaped pieces, were weighed to either one or two pounds. The pieces were laid in a form, first a good full size piece, and then all the small odd-shaped pieces, and last, another good full sized piece. Today we would call the large pieces fillets. Two pieces of string were laid under the first piece in the form, the form was slid sidewise

under the pressing mechanism, and by means of a long lever the operator, a woman, applied the pressure. The other brick or tablet that was in the other end of the form/press was then tied, and extracted from the form by the woman stepping on a pedal. The presses were manufactured somewhere in Massachusetts and all the codfish plants had them. The bricks or tablets were wrapped with parchment and shipped in wood cases of 20 or 40 pounds. The whole fish was shipped in either wood cases or burlap sacks.

During this period Mr. J. E. Shields was the sales representative of the company and the only monies he received were from commissions.

The schooner JOHN A. was refitted and sent to the Alaska fishing grounds again in 1912, still under the command of Capt. John Grotle. By May 2, 1912, all of the bank loan had been repaid, there were still between 65 and 70 tons of fish remaining, and there was also \$3288.00 in the bank. At the May 6, 1912 meeting of the board of directors, a 10% dividend was declared. The financial report shows the cost of 1911 cargo at \$22,869.47 for 382 tons of fish, or almost \$60.00 per ton.

The first year for the new company went well and on August 16, 1912, a second 10% dividend was paid. All of the 1911 cargo had been sold and even 7 tons of additional fish were bought and sold for a profit of \$350.00. Things were very rosy.

The acquisition of land for the plant took place over a period of many years. The first part was adequate for construction of the dock and original packing room, and additional land was acquired as needed. However, the first portion proved to be no great gift. Father wrote a synopsis for me years ago telling how the land was acquired. He said the people of the town of Poulsbo chipped in \$200.00 to rent a piece of property from a Mr. Thompson who lived across the road. The term was for a period of 20 years and at the end of that time the Company was to have "squatters rights", a term that nobody seems to know what it means. Based on this and possibly the other portion from Mathias Holm directly south, the dock and plant were constructed. Several

years later the State of Washington decided to sell additional tide lands. In this case it was a strip parallel to the beach and outside of what had been sold previously. All of the land under the waters of Puget Sound had in the first place belonged to the State, so now there were two strips of land under water at high tide that the State had sold. The Company dock extended out into the water beyond the water side of the first tide lands onto lands leased from the State specifically for the purpose of providing access to water deep enough to accommodate vessels. This practice was common throughout the State and is still the policy today. Anyway, Mr. Thompson came to Dr. Jansen, President of the Company, and requested permission to purchase this newly offered tide land, it being the practice of the State to give the owner of the adjoining upland first chance to purchase. Of course, the good Doctor granted the permission without taking consultation from anyone else. Mr. Thompson purchased the tide land and then ordered the Codfish Company to remove its dock from his land, as the original lease did not cover this. The upshot was that the Company was forced to purchase the tide land at the exorbitant price of \$1700.00.

Deeds and other documents were prepared by a Mr. Langlow, a lawyer, and through poor attention to detail, Mr. Thompson deeded to the Codfish Company along with the tide lands needed, all the rest of his tide lands in Tract 18 and some in Tract 19. This was eventually settled and the Company acquired all the tide land and upland under the plant on the bay side of the road and extending toward the Town of Poulsbo to the present property of Coast Oyster Co. There were an additional two chains of land along the beach thus acquired.

At a meeting of the stockholders held on October 22, 1912, they authorized an increase in the capital stock of the company from \$30,000 to \$50,000. They then sent Capt. Grotle to California again with instructions to locate another suitable vessel. As a result, the company purchased the three-masted schooner CHARLES R. WILSON. Capt. Grotle took her to San Francisco where 500 tons of salt were loaded. He then sailed her north to Cape Flattery and then to Poulsbo by tug. This was the salt for the two vessels for the 1913 season.

The year of 1913 was also profitable for the company. A 10% dividend was paid on Feb. 4, 1913 and at the Nov. 11, 1913 meeting they declared a 10% dividend payable immediately and another 10% payable as soon as there were sufficient monies in the bank from collection of payment for fish sold. There was no need for bank loans to pay the crew.

The additional stock authorized at the Oct. 22, 1912 stockholders meeting was quickly sold and provided sufficient funds to operate the company, even with the expansion programs being undertaken. Sales of fish being good, the company undertook additional expansion and again sent Capt. Grotle to southern California to look for a third vessel. He reported that both the WAWONA and AZALEA were available and recommended that either one would make a codfisher. Dr. Jansen as the president and controlling influence in the firm overruled the good captain, stating that the WAWONA was far too large for the business and that the company should purchase the MAID OF ORLEANS. This was done and the Robinson Fisheries Co. in Anacortes soon purchased the WAWONA. She later proved to be a very fine vessel and operated under the Robinson houseflag until taken over by the U.S. Army in the late fall of 1941. The MAID OF ORLEANS was a two mast vessel 110 feet long and 180 tons gross.

The three vessels, namely, JOHN A., CHARLES R. WILSON, and MAID OF ORLEANS, were sent to the cod banks in 1914. Times remained good for the codfishers. The 1914 catch was as follows: CHARLES R. WILSON, 457 tons 600 pounds; MAID OF ORLEANS, 128 tons 1550 pounds; and the JOHN A. is listed as an estimated 275 tons as she was not unloaded when the Sept. 29, 1914 trustees meeting minutes above quoted was held. The cost for this fish is shown as \$54.00 per ton. On Dec. 1, 1914 a dividend of 10% was declared.

In the fall of 1914, the company had three cargos of fish on hand when the dark clouds descended on the market, as the outbreak of war had occurred in Europe. Market conditions changed and times became difficult. Mr. J. E. Shields took an extensive sales trip lasting three months and carrying him as far east as New York and south into the southern States. While in New York,

he negotiated a contract with J. W. Beardsleys' Sons Co. for 3000 tons of salt cod to be delivered over a period of five years. This amounted to 600 tons per year. I never heard, or if I did, I do not remember, just where the fish were to be weighed, if ex-vessel in which condition the skin was still on the fish, or whether the fish were weighed as shipped, which condition was with skin removed. There is considerable shrinkage between the two, so 500 tons of skinned fish would require about 750 tons of ex-vessel fish.

In the spring of 1915 the Pacific Coast Codfish Co. chartered the small two mast schooner FORTUNA from the Blum Codfish Co. of Quartermaster Harbor, making four vessels in their fleet. A financial statement by the secretary/treasurer dated Oct. 14, 1915 based on conditions as of Oct. 1, 1915 shows the catch as follows: CHARLES R. WILSON, 383 tons; MAID OF ORLEANS, 231 tons; and JOHN A. estimated at 350 tons for a total of 964 tons of fish. It continues to state that the market is in good shape, however dull in some segments. There were no dividends declared up to this time, but a 10% dividend was declared on December 15, 1915. As the amount of fish delivered by the vessels increased, the size of the plant had to keep up. Additions were made to the packing building doubling the length, and new tank houses were constructed to accommodate the annual catches. Building No. 3 was constructed parallel to Nos. 1 and 2, and an additional similar-sized tank house called No. 4 was constructed parallel to the beach and shoreward of Nos. 1, 2, and 3. Up to this time there was no artificial drier.

A very humorous event occurred concerning the departure of the small schooner FORTUNA in 1915. At this time Father was in San Francisco attending to some of the business associated with his offshore sailing vessel fleet. George Shields, his brother, was in charge of the Seattle office. George told the story to me this way: the FORTUNA, owned by Blum Codfish Co., was chartered by Pacific Coast Codfish Co. for the season. There was some trouble with the financial conditions of the vessel's owners which I do not remember, although George said there had been some changes in ownership immediately preceding the

departure for the anticipated fishing voyage. Someone had placed a libel on the vessel, known along the waterfronts of the world as "a plaster". When this is attached to the mast, heaven protect the person who moves the vessel without permission of the Government Agent who placed the plaster thereon. Anyway, the Codfish Co. had been assured the plaster would be removed so that the vessel could start on the journey. Sailing day arrived and all the supplies were on board and the crew nearby. Word had been received somehow that another action in Superior Court of King County was about to take place so the parties to the action had obtained a Court order for the Sheriff to detain the vessel until the new restraining document could be prepared. The Sheriff was out of the city, so the duty fell on the Coroner. He was to have a man stand by during this time. In due time in the morning the first plaster was removed. The agent of the Coroner, Frank L. Mears, was to guard the vessel. He was on the dock, not on the vessel. There was no official paper nailed to the mast. George Shields told me he stood on the shore end of Pier 1 where the vessel was moored and with a wink of his eye to Captain J. Halls, indicated he should slip the vessel out. The following account that appeared in the Seattle newspaper tells the story in fine style:

"SCHOONER GETS TO SEA UNDER DEPUTY'S NOSE

Process Servers in Police Boat Chase FORTUNA Down the Sound Without Success.

COURT PLACED VESSEL IN CORONER'S CHARGE

Frank L. Mears Specially Deputized To Take Charge of Craft Wondered Why Tug WANDERER Cast Line Aboard -- Vessel Is Towed Out On Way To Far Northern Waters.

Pursued down the Sound by process servers, the codfishing schooner FORTUNA, Captain J. Halls, made a successful finish some time early this morning when it reached the open sea and set sail for the Arctic hours after the chase had been abandoned by Coroner J. Tate Mason, ex officio sheriff.

The FORTUNA, a seasoned codfishing vessel, is under charter to the Pacific Coast Codfish Company and is laden with a cargo of salt and supplies for the far Northern fisheries. According to Attorney O. L. Willett, she became the property of M. H. Preher two weeks ago. O. A. Johnson, who holds a note on the former owners, the Northern Codfish Company, attached the boat and she was held in the

custody of the sheriff until Tuesday morning, when she was replevined and taken in charge of the coroner, the County's executive officer when the sheriff is incapacitated for one reason or another.

SENDS SPECIAL DEPUTY

Coroner Mason was called upon to act yesterday afternoon when he was given papers by Superior Court Judge Ronald calling for the detention of the FORTUNA until the replevin case against Sheriff Hodge had been settled. Coroner Mason deputized Frank L. Mears of 1013 E. John Street and directed him to go on board the FORTUNA at Pier 1 and take possession until further orders from the court.

When Special Deputy Coroner Mears arrived aboard the boat he met *J. E. Shields, Secretary of the Pacific Coast Codfish Company, and explained his business. Mr. Shields remained aboard according to Mr. Mears.

GOING TO MOVE HER UP

Mr. Mears was inhaling the fresh salt ozone as it wafted in from the waters several hours later, when the tug WANDERER nosed its way down the slip to the FORTUNA. Mr. Mears watched the movements of the men aboard the tug with interest. A line was cast aboard the FORTUNA. Mr. Mears inquired of Mr. Shields the meaning of the line from the tug to the fishing vessel.

"They are going to move up a ways" is the reply Mr. Mears says he received from Mr. Shields. There was no mention made of how far up and away she was to be moved.

Mr. Shields then went ashore followed by the special deputy coroner. Moorings holding the FORTUNA to the pier were then cast off, and the WANDERER slowly steamed out of the slip, dragging the sailing vessel with it.

PATROL GIVES CHASE

Mears left the pier in search of Coroner Mason. Without seeing him, Coroner Mason arrived on the pier less than half an hour after the FORTUNA had been towed out.

*I believe this was George Shields and not J. E. as quoted.

The demand for quick action took Coroner Mason to the Police Station with a request for the loan of Police launch PATROL, to give chase to the WANDERER and her tow. The PATROL carrying Coroner Mason, Deputy Coroner Howard E. McDonald, and Patrolmen Gunterman and Pendergast, set off nearly an hour after the FORTUNA had been taken out.

The WANDERER, according to waterfront men, is good for twelve knots an hour with a large vessel in tow. The FORTUNA is not a large tow. The Police boat PATROL is described by seamen as "an antique sea sled".

Before the PATROL with Coroner Mason and his deputies and the police had nosed out of the slip, the WANDERER had turned West Point, six miles to the north. Capt. Gunterman of the PATROL cut his engine loose for all it would stand. Progress with the PATROL was slow. When West Point was reached, Coroner Mason, an expert at the wheel of an automobile, suggested

that possibly the speed of the PATROL could be accelerated by running her backwards. This was tried and the taffrail log showed an increase in speed of nearly a knot and a half.

The chase was kept up until the PATROL was off Port Madison. At that time the lone light of the tug had disappeared far to the north. When the PATROL reached Seattle it was figured that the FORTUNA had passed Port Townsend and that telegraphed instructions to stop the boat at that point were out of the question."

The year of 1916 saw the three vessels owned by the company on the offshore fishing grounds of the Bering Sea. The secretary's report of October 12, 1916 showed "the greater part of the catch has been sold and will be delivered as soon as possible, that there are no outstanding loans, that the market is still in good shape, and that there were paid already this year (1916) three 10% dividends to the stockholders".

A special meeting was called for all stockholders by Dr. Jansen, president, for August 3, 1917, for the purpose of considering the increasing of the capital stock from \$50,000.00 to \$100,000.00. The authorization was obtained from stockholders and authorization soon obtained from the authorities in the State. The purpose was further expansion of the operations.

The trustees also held a meeting on August 3, 1917 in the Colman Building at which time they authorized the purchase of the schooner HARRIET G. for \$19,250.00. I believe the HARRIET G. was not at that time schooner rigged. She was built as a two mast vessel, brigantine rigged, that is, square rigged on the foremast and schooner rigged on the main mast. She had been owned by the Matheson Fisheries Company of Anacortes for many years. During the 1909 season when under the command of Capt. Bob Firth she lost several fishermen in Dublin Bay of the Bering Sea. The story is contained elsewhere.

The HARRIET G. had loaded a full cargo of lumber and was bound for Honolulu when she was dismasted off Cape Flattery. She was towed into Seattle by the halibut schooner SUMNER. Just what condition the vessel was in when purchased by the codfish company is not indicated. She was rerigged as a three mast schooner, I believe Father told me as a bald header and that after

he purchased her later, he converted her to topmast rig in an attempt to gain

The October 4, 1917 meeting records show the MAID OF ORLEANS made a winter trip presumably to the Shumagin Islands and caught 86 tons of fish, then proceeded to the Bering Sea where an estimated 200 additional tons were caught. JOHN A. and CHARLES R. WILSON fished the summer season in the Bering Sea and produced 368 and 380 tons respectively.

The minutes of the October 27, 1917 meeting of trustees contains the following: "The president explained that the reason why the capital stock of the company was increased from \$50,000.00 to \$150,000.00 par value was that at the time this was ordered by the trustees of the company, the company had an offer, which it had accepted, for the construction of a new schooner at a price of \$65,000. together with the fact that it had bought the schooner ESTHER for \$19,250. and would be required to spend a further large amount on her to get her ready for sea. As the company did not have funds for these purposes, it was decided to increase the authorized capital and issue stock. The purchase of the schooner at the price of \$65,000. fell through by reason of the fact that the company that made the offer, the West Waterway Boat Building Company, refused to complete the contract at that price owing to the great increase in the price of material. The Company (PCCCO) did however complete the purchase of the ESTHER.

"Owing to the fact that the stock was not needed to be sold, the money not being needed, the stockholders at their meeting of October 8th, asked that a stock dividend of 100% be declared. The sense of this meeting has been determined however that it is best to hold this increased stock in the treasury until needed to be sold for further purchases, with the exception of 100 shares which should be sold to cover the money invested in the ESTHER.

"It was therefore moved by J.E. Shields, seconded by Conrad Johnson, that no stock dividend be declared, but that the treasurer be instructed to sell 100 shares at \$300.00 per share and the other 900 shares be held in the treasury as treasury stock, subject to the further orders of the trustees."

On November 19, 1917 a dividend of 10% was declared. Then on April 25, 1918 the Company sold the ESTHER to J.E. Shields for the sum of \$27,500. and declared a dividend of 30%.

At the meeting of February 19, 1919, a 10% dividend was declared and the salaries of the President, Dr. Jansen, and J.E. Shields who did the vessel outfitting were increased to \$150.00 and \$100.00 month respectively.

The company continued to enjoy profitable years, so on July 3, 1920 a 10% dividend was declared and on April 28, 1921 a 20% dividend was declared. During these years of World War I, J. E. Shields had chartered the JOHN A. and CHARLES R. WILSON for offshore shipping of lumber to the South Seas where more profits were made than in the fishing ventures. In fact, CHARLES R. WILSON did not go north codfishing in 1921 because of late arrival from the South Seas. (Please see some of the offshore vessel accounts under the chapter covering each vessel.)

The contract with J. W. Beardsley & Sons Co. had run out and was not renewed. Father told me that Beardsley wanted to buy into the company in some form to assure his firm a supply of West Coast codfish. The Beardsley Co. was producing a product they called shredded codfish that could be served by Mrs. Housewife in a few minutes whereas the solid pieces of fish required one to two days to soak out the salt. The shredded fish could be freshened in a few minutes by placing in a strainer and running cold water over it. Anyway, Beardsley required some West Coast codfish to mix with the coarse east or Atlantic fish to make the product agreeable to the trade. In the end, Beardsley purchased a substantial interest in the Robinson firm in Anacortes.

The years of 1922, 1923, and 1924 were not as profitable as those from 1916 to 1921, what with the war being over and the demand for offshore shipping having subsided considerably. No longer could the small schooners JOHN A. and CHARLES R. WILSON be operated to a profit in freighting lumber to the South Seas and copra back. The MAID OF ORLEANS was the smallest unit of the fleet and by now it was more than apparent that she should never have been

purchased, but rather the larger WAWONA. Accordingly, the MAID OF ORLEANS was sold to the famous Arctic trader Christian Klengenburg. Then Captain Grotle was again dispatched to southern California in search of a larger vessel. The C. A. THAYER was purchased from Whitehead Pete Nelson in San Francisco. He had operated her for many years in Bristol Bay where he caught and salted fine red sockeye salmon in wood barrels. In fact, only the fat bellies were salted and known to the trade as salmon bellies. The remainder of the back of the fish was most often discarded.

Father told me he worked all one weekend in San Francisco in the hold of the C. A. THAYER installing a new false floor that all codfish schooners had to have. Then on Monday morning the schooner was towed to another wharf where she was filled with salt, in fact, enough for both the upcoming first voyage and that required by the CHARLES R. WILSON. After the THAYER arrived in Seattle, the transfer was made.

Thus in 1925 the company again embarked on expansion with the purchase of the three mast schooner C. A. THAYER from Whitehead Pete Nelson. At this time the company expanded the Poulsbo plant with the construction of Buildings No. 6 and 7. No. 6 was a two story wood frame constructed building, 40 feet x 100 feet. On the lower floor were eight wood tanks for fish, while on the second floor was open storage used for sails, rope, and boxes. Building No. 7 consisted of a one story open shed similar to Nos. 1, 2, 3, & 4 and had eight tanks similar to all the others. There was also constructed another extension on the west end of No. 7 called the "hard dry room", and this filled the space between the other buildings as they were at skew angles to each other, following the lines of the shore.

The C. A. THAYER was under the command of John Grotle, producing a good catch. JOHN A. and CHARLES R. WILSON also were sent north, resulting in three large cargoes of fish. The market was not good and the fish would not sell. It was necessary to construct an open dock-like structure along the beach east of the new tankhouse, No. 6, for the purpose of spreading fish to

dry in the summer sun. This fish was then exported to Puerto Rico and Australia on consignment. Some fish was also exported to China. All in all the export market was actually a dumping ground for the fish that could not be sold elsewhere and did not produce the return necessary to show a profit. In fact Father once told me that when the C.A. THAYER returned with the first load of fish in 1925, it would have been cheaper for the company to have dumped the fish in the Bay in Poulsbo, calling it a total loss rather than to attempt to process same and sell it on the market.

Fish sales continued slow after 1925, however in 1926 all three vessels were outfitted and sailed for the far north fishing grounds. By 1927 it became obvious a reduction in production was essential and only the C.A. THAYER was outfitted, the other two vessels remaining idle. The report of the secretary of the company dated Oct. 1, 1927 shows "there is considerable fish on consignment in Porto Rico and Australia and the inventory consisted of 271 tons of new fish and 228½ tons of old fish, (carried over from previous year)." Then on Feb. 16, 1928, the Pacific Coast Codfish Co sold the CHARLES R. WILSON to J.E. Shields for \$7,000 and declared a 10% dividend, the first since 1922.

Father operated the CHARLES R. WILSON for his own account during the 1928 season. Captain J. J. (Codfish) Kelly was at the vessel's helm. This was also the first year Andy Shields made a trip to the codfish grounds. The cargo was sold to the Robinson Fisheries Company at their plant in Anacortes.

During the 1920s, J. E. Shields, my father, continued to purchase company stock whenever some stockholder desired to sell. In about 1928 he made a commitment to purchase the majority of stock held by others, except that held by George W. Shields, his brother and company bookkeeper, Dave Dannamen, and a few others. The stock was placed in escrow in the bank and Father had several years to complete the full payment. In 1930, Dr. Jansen sold his stock and could no longer be a trustee or serve as president drawing a salary. Father became president on September 4, 1930.

During 1929 and 1930, Father had outfitted the CHARLES R. WILSON and the SOPHIE CHRISTENSON for codfishing for his own account and delivered the fish to the Union Fish Company at their plant in Tiburon, across the bay from San Francisco. These contracts were not renewed for 1931, so both SOPHIE CHRISTENSON and CHARLES R. WILSON, owned by J. E. Shields, and the JOHN A., owned by the Pacific Coast Codfish Company, remained idle in Lake Union.

The year of 1931 was Depression times, only the C. A. THAYER fishing. On her return from the fishing grounds the company and/or J. E. Shields faced one of the most difficult few days and potentially disasterous days. Father, who had not yet become a captain, went to the Bank of California where the company and he were doing business, for the purpose of securing the loan necessary to pay off the crew. Into the plush offices he went with full confidence that the loan was merely a matter of formality, as had been the case in the past. Then the axe fell! He was informed that the head office of the bank in San Francisco had given the local Seattle branch specific orders that under no conditions were any loans to be made to the fishing industry. The bank had suffered severe losses in the preceding years from fish packers filing papers in bankruptcy. But Father was well acquainted with William Calvert, the owner on the San Juan Fishing and Packing Company, and had sold salt cod and salt to this firm for years. Mr. Calvert and others had formed a new bank several years previously, named the Pacific National Bank. The final result was that Father secured a loan from this bank, but there were all the nights of more than a week when Father sweated rather than slept, awaiting the answer. There were no more dealings with the Bank of California after that.

By 1932 Father had nearly complete ownership of the Pacific Coast Codfish Company and also had in his own name the SOPHIE CHRISTENSON and CHARLES R. WILSON. There was only a market for one cargo of codfish, and the C. A. THAYER needed considerable expensive repair work, so he decided to charter the SOPHIE CHRISTENSON to the P.C.C.Co. in exchange for the company to perform routine maintenance. Captain John Grotle took her to the fishing grounds, and

although he complained all season "I wish we had the THAYER", he did produce a good cargo. Incidentally, this was the last year for Captain Grotle with the company.

The country was still in the Depression in the early to mid years of the 1930s, and Father had made the commitment about purchase of Codfish Co. stock which, by this time, had been paid for but left him literally strapped for money. Also, he had in the years preceding been the Seattle agent for the Oliver Salt Company of San Francisco. Leslie Salt Company had bought out Oliver and had their own agent in Seattle, leaving Father in midair. The good sales commissions he had been making from sales of salt were now gone. Accordingly, he decided to take the SOPHIE CHRISTENSON out himself. Captain John Grotle, who had enjoyed employment as one of the company's captains, was now without a job for the first time in 25 years. He did get the job as captain on the AZALEA for the Robinson Fisheries of Anacortes.

Father now acquired the title of Captain, a name he dearly loved. In fact, it was the first time in my memory that he had some simple name by which people addressed him. I never knew of any other name than "J. E.", and this was used by very few. Riley McCoy called him Jack, but no one else did. He did acquire another nickname and it was most dear to his heart. This occurred the next year, 1934, when I went north with him. I could not very well call him "Dad", and "Captain" was not generally used on the codfishermen. "Skipper" was the new moniker and it stuck like glue. He loved it.

Back to the 1933 season. Father had secured a good crew of fishermen, as with hard times still with us, jobs were scarce and men needed work. The schooner had 22 fishing dories, two cooks, and other men for a total crew of 44. That season Father decided I am sure it was based on pressure from the fishermen that he would take codfish of a minimum size of 23 inches rather than the 25 inch minimum that had been in effect in the past. This resulted in a smaller size of fish but also more fish. He returned with a record catch of 453 533 fish which weighed out at nearly 700 tons. This was an all time record for any American

vessel on either the Pacific or Atlantic coast. (More about the fishing portion in another chapter.) The official weight for fish that were unloaded was 672 tons and the net cost was \$54.00 per ton.

The following years the "old fox" continued to skipper the SOPHIE CHRISTENSON. We were still in the Depression but the market gradually improved, partially because of the reductions in production by the California firms. The Alaska Codfish Company plant had burned down around 1930, so there was only the Union Fish Company operating. Father had secured the services of a good sales firm in San Francisco, headed by Mr. W. G. Goldberg. I am sure he accounted for the sale of more than half the output of the plant, and without this market in California, the whole operation would not have been possible.

The years were passing along, 1934, 1935, 1936 with good catches, always over 600 tons. Each year a 5% dividend was paid out. This was a far cry from other fishing companies, when many of them went through bankruptcy. It seems that the survivors were the large salmon canners of Alaska and the wholesale fish houses in Seattle.

In the spring of 1936 the Chatham Straight Fish Company bought the schooner JOHN A. Captain Carl "North Pole" Hanson took over the command, and I remember being told by Father to go out to the schooner, start up the engine, and hoist the anchor. I did not know if it would start, as it had not been run for several years. The two anchors were hoisted, the port being hove home in the hawse pipe, and the starboard only to the water's edge, as it was an old-fashioned stock anchor. North Pole was furious, but what could he expect? The vessel had a large hawse pipe on the starboard side, made to hold a patent anchor. It just so happened that the anchors had apparently been changed some time in the past when some other vessel needed the good anchor. The vessel had been sold "as is, where is", but the new buyers were told I would get the anchors home. So, the good old original vessel purchased in 1911 had finally been sold after 25 years under the P.C.C.Co. house flag. The records do not show the price.

By 1937 there was a slight improvement in the general conditions of the country, and late in the fall of that year or early spring of 1938, the decision was made to outfit the CHARLES R. WILSON along with the flagship SOPHIE CHRISTENSON. One of the highline fishermen, Knute Pearson, a Swede, was selected to command the vessel. Old Harry Oosterhuis was again called on to go as official captain and to be navigator. The vessel got, you might say, the pick of the fishermen, and Ed Shields went as salter. There was only one dress gang, even though there were 14 dories. Hal Spear was splitter, and Billy Lund was fishing mate. Together the two schooners produced 990 tons of salt fish. Father told me that the SOPHIE CHRISTENSON fish cost \$84. per ton and the CHARLES R. WILSON fish cost \$90. per ton. Times were improving since the low of the Depression, and wages and all other items cost more. There is no record of a dividend that year.

In 1939 there was only one vessel sent north, and apparently nothing especially noteworthy occurred. Again no dividend.

War had been declared again in Europe in the fall of 1939, and as war conditions always produce new demands for food, and as salt cod is a good staple food that does not require refrigeration, preparations were again made for two vessels. They were commanded as before with the Skipper on the flagship SOPHIE CHRISTENSON and Dempsey (Knute Pearson) on the CHARLES R. WILSON. By this time Dempsey had obtained his own Captain's license. Two fine cargos were delivered, and no sight was greater than to observe two fully loaded vessels laying alongside the Poulsbo dock. "Harvest season with full granaries". For the use of the two vessels, Father charged the P.C.C.Co. \$6.00 per ton of fish. He was able to extract this figure because the C.A. THAYER was no longer in condition to put to sea, and there appeared to be a market for offshore sailing vessels.

Captain J. E. Shields had been accumulating additional stock from former owners until at the time of the December 27, 1940 meeting of the trustees, he owned 596 shares. At this meeting, Captain Shields made the

offer to the Company to purchase the schooner C. A. THAYER. The price was not shown on the record. The offer was accepted.

Another meeting of the trustees was held on December 30, 1940, at which time Captain Shields offered to purchase all of the assets and liabilities of the Company for \$60,000.00. The offer was accepted. This brought to an end the fishing operation of the Pacific Coast Codfish Company. After this date, the fishing operation was conducted under Father's name as a personal business. The Company was continued, and performed the task of being labor contractor for the work in the Poulsbo plant. Actually, what the P.C.C.Co. did was to pay the employees and handle the payroll. Employees were paid by a weekly check signed by the plant foreman, at that time, myself, Ed Shields, drawn on the First National Bank in Poulsbo. Each week the Seattle main office of J. E. Shields reimbursed the Poulsbo bank with the exact amount, thereby maintaining a constant balance therein. Through the Seattle office under the able direction of George Shields and Esther Strahm, all the accounts were kept straight, and the necessary payroll taxes, unemployment compensation charges to the State, and others paid by P.C.C.Co. I think the reason was that P.C.C.Co. was continued by Father was that the company had a good record with the Unemployment Department and also the Industrial Insurance Department of the state, and if a change in name was to be made, a new basis for these state taxes would ensue, naturally higher.

ARTICLES OF INCORPORATION
OF
PACIFIC COAST CODFISH COMPANY.

KNOW ALL MEN BY THESE PRESENTS: That we, the undersigned,
E. Janson, A.P.Hallberg, George B.Helgeson, Carl F. Wallin and
J.E.Shields, citizens of the United States and of the State of Wash-
ington, for the purpose of forming a corporation under the laws of
the State of Washington, do hereby adopt and certify to the following
ARTICLES OF INCORPORATION:

ARTICLE
I.

The name of this Corporation is and shall be PACIFIC COAST
CODFISH COMPANY.

ARTICLE
II.

This Corporation shall exist for the term of fifty (50) years
from and after the date of this Corporation.

ARTICLE
III.

The principal place of business of this Corporation is and shall
be Seattle, King County, State of Washington.

ARTICLE
IV.

The amount of capital stock of this Corporation shall be thirty
thousand dollars, (\$30,000.) and shall be divided into three hundred
shares of the par value of one hundred dollars (\$100.) each.

ARTICLE
V.

The purposes for which this Corporation is formed, are:
1st: To engage in the business of catching, taking, securing,
buying and selling Codfish, Halibut, Salmon, and any and all other
kinds of Fish, or Shellfish whatsoever.

2nd: To engage in salting, drying, smoking, canning and curing of any and all kinds of Fish or Shellfish, and to engage in the purchase, sale and manufacture of any and all of the various products of Fish or Shellfish of any form whatsoever.

3rd: To buy, build, equip, charter, own, lease, and operate, canneries, factories, fish stations, refrigerators, mills, warehouses, depots, docks, tramways, railways, boats, steamers and sailing vessels.

4th: To lease, rent, purchase, own, hold, mortgage, sell and convey any and all kinds of real estate, or any interest therein, and to convey, sell and dispose of the same, including water rights, fishing nets, fish traps, and fishing locations.

5th: To make, build, equip, buy, rent, sell and dispose of any and all kinds of machinery and equipments connected with any of the foregoing property in the natural operation thereof, as well as any and all kinds of personal property, including goods, wares and merchandise of any and all kinds.

ARTICLE VI.

The trustees of this Corporation shall consist of five (5) members, who shall manage the business and affairs of this Corporation, and those who are appointed to manage the business of said Corporation for the first six (6) months, are: E. Janson, A.P. Hallberg, George B. Helgeson, Carl E. Wallin, and J. E. Shields.

ARTICLE VII.

The said Corporation shall and may adopt BY-LAWS providing for the transfer of stock; the management of the affairs of the Corporation and the transaction of the business of said Corporation; said BY-LAWS to be in conformity with the laws of the State of Washington.

IN WITNESS WHEREOF, we have hereunto set our hands and seal in
TRIPLICATE this 24th day of February, A.D. 1911.

(SEAL) E. A. Hallberg (SEAL)
(SEAL) E. Janson (SEAL)

Shields (SEAL)

STATE OF WASHINGTON, }
COUNTY OF KING. } SS.

PERSONALLY APPEARED BEFORE ME, E.B. Rawson, a Notary Public
in and for the State of Washington, on the 24th day of February,
A.D. 1911, E. Janson, A.P. Hallberg, ~~George B. Helgeson~~, ~~Carl F.~~
~~Wells~~ and J.E. Shields, citizens of the United States and of the
State of Washington, who signed and executed the within ARTICLES OF
INCORPORATION and acknowledged to me that they signed the same as
their free and voluntary act and deed for the uses and purposes
therein mentioned. WITNESS MY HAND AND OFFICIAL SEAL THE DAY AND YEAR
IN THIS CERTIFICATE FIRST ABOVE WRITTEN.

E. B. Rawson
NOTARY PUBLIC IN AND FOR THE STATE
OF WASHINGTON, residing at Seattle.

NOTICE OF MEETING.

TO A.P.Hallberg, George B. Helgeson, Carl F. Wallin, and J.E. Shields, Trustees of the PACIFIC COAST CODFISH COMPANY;

You ~~xx~~ and each of you are hereby notified that there will be a meeting of the members of the Board of Trustees of the PACIFIC COAST CODFISH COMPANY, for the purpose of organizing said board for the transaction of ~~xx~~ the business of said company.

Said meeting will be ~~xxxx~~ held at the hour of 4 o'clock P.M. March 3rd, 1911, at room No. 311 in the Cobb Building, in the City of Seattle, Washington.

Dated this 1st Day of March, 1911.

Cl. Janzen

Trustee for Pacific Coast Codfish Co.

We the undersigned trustees
acknowledge receipt of the above
notice and waive any informality
thereof. Dated March 2nd, 1911.

A.P. Hallberg

J.E. Shields

George B. Helgeson

-)BY-LAWS(-

OF

PACIFIC COAST CODFISH COMPANY.

We, the undersigned stock-holders of the PACIFIC COAST CODFISH COMPANY, being the owners and holders of a majority of the stock of said corporation, met together on this the 4th day of March, 1911, DO for the purpose of regulating and establishing the mode of transacting the business of this company, hereby adopt the following by-laws:-

ARTICLE 1.

There shall be held each year on the Second Tuesday of the month of August, the Regular Annual Meeting of the Stock-holders of this Corporation, which meeting shall be called by the President of the Board of Trustees by notice of not less than ten days, which notice shall be printed in one or more papers printed and published in King County, Washington, for the ten (10) days preceeding the day of said meeting; or by notice in writing signed by the President and delivered personally to each stock-holder at least ten days before the date of said meeting; and at said meeting of the stock-holders they shall:-

1st.---Receive the report of the outgoing Board of Trustees and of the Officers of the Company.

2nd.---Proceed to elect a board of Trustees to act for the ensuing year, such election to be by ballot.

3rd.---To transact any other business that may come regularly before the meeting.

4th.---No meeting of the stock-holders shall be competent to transact any business unless a majority of the stock-holders are present, but a less number may adjourn from day to day or to such time as ~~xxx~~ they deem proper.

ARTICLE 11.

EXERCISE OF THE CORPORATE POWERS.

1ST.---The corporate powers of this corporation shall be vested in a Board of Trustees (Five in number) and be exercised by them and such of the officers as shall be here-in-after named and in the manner herein provided.

2nd.---The stockholders of this corporation shall at the regular annual meeting in August of each year elect from their Members Five persons to act as Trustees for the coming year and until their successors are elected and qualified.

3rd.---Each Trustee shall be a stockholder of the Corporation and if at any time he ceases to be a stockholder, his office of Trustee shall immediately become vacant.

ARTICLE 111.

IT SHALL BE THE DUTY OF AND THE TRUSTEES SHALL HAVE POWER;)-

- 1st.- -To call special meetings of the stock-holders when they deem it necessary, and they shall call a meeting of the stock-holders at any time upon the written request signed by one-fourth of of the capital stock of the company.
- 2nd.- -To elect at the first meeting following the regular annual meeting of stock-holders, a president, vice president, secretary, treasurer and such other officers as the Board of Trustees may establish.
- 3rd.- -To fill any vacancy that may occur either in the Board of Trustees or of the officers of the corporation.
- 4th.- -To appoint from time to time and to remove at pleasure, agents, and employees of said corporation, to prescribe their duties and fix the compensation for their services.
- 5th.- -To conduct, manage and control the officers and business of the corporation and to make rules not inconsistent with the laws of the State of Washington or the by-laws of this corporation for the guidance of the officers and the management of the business of the corporation.
- 6th.- -To authorize the incurring of indebtedness, and provide for the purchase and sale of any and all kinds of property, either real or personal, but all deeds, mortgages, notes and obligations that are authorized by the Board of Trustees and executed by the corporation shall be officially signed by the President and Secretary and the same shall then be binding upon the said corporation.
- 7th.- -To cause to be kept a complete record of all the meetings of stock-holders and of the meetings of the Board of Trustees, and at the Regular Annual Meeting of Stock-holders to present a full and complete statement showing in detail the assets and the liabilities of the corporation and the condition of corporation.

ARTICLE 1V.

OFFICERS AND ELECTIONS.

- 1st.- -The officers of this corporation shall be a President, Vice-President, Secretary and Treasurer.

2nd.- Said officers shall be elected by the incoming Board of Trustees at the first meeting of said Board following the regular annual meeting of Stock-holders, and shall hold office for one year or until their successors are elected and qualified.

ARTICLE V.

PRESIDENT.

1.

QUALIFICATIONS.

The President must be a stock-holder and a member of the Board of Trustees and should he at any time cease to be a stock-holder then and in that event his office shall become vacant without action of the Board of Trustees.

2.

DUTIES.

It shall be the duty of the President, except at such times as is here-in-after provided:-

1st.- To preside over all meetings of the Stock-holders and of the Board of Trustees.

2nd.- To sign as President all certificates of stock, all contracts and other instruments in writing, which have been authorized and approved by the Board of Trustees, and shall sign all orders drawn upon the Treasurer.

3rd.- To call meetings of the Board of Trustees when he deems it to be necessary, but shall be subject to the direction of the said Board in the direction of the business of the corporation, and shall have the right to vote on all questions before the Board.

4th.- To discharge the usual duties of a presiding officer.

ARTICLE VI.

VICE) PRESIDENT.

1.

QUALIFICATIONS.

The qualifications of the Vice-President shall be the same as those of President.

2.

DUTIES

It shall be the duty of the Vice President, in the absence or disability of the President to discharge all of the duties of the President.

ARTICLE VII.

SECRETARY.

1.

QUALIFICATIONS.

The Secretary shall be a stock-holder of this company.

DUTIES.

It shall be the duty of the Secretary:-

- 1st.- -To keep a record of all of the meetings of the Board of Trustees and of the Stock-holders.
- 2nd.- -To keep the corporate seal, the books of blank certificates of stock, fillup and counter-sign all certificates of stock issued and make corresponding entries in the margin of such books of stock upon the issuance of stock, and affix the corporate seal to all papers requiring a seal.
- 3rd.- -He shall keep a proper transfer book and stock ledger in debit and credit form showing the number of shares issued to and transferred by any stock-holder and the date ~~xxxxxxx~~ of such issuance and transfer.
- 4th.- -He shall keep proper account books and discharge such other duties as pertain to his office or may be prescribed by the Board of Trustees.
- 5th.- -The Secretary shall serve or cause to be served all notices required by the by-laws of the company, but in case of his absence, inability or neglect to serve them, then such notice may be served by any person thereunto directed by the President or Vice President of the Corporation.

ARTICLE VIII.

TREASURER .

1.

QUALIFICATIONS.

The Treasurer shall be a stock-holder of the ~~xxxxx~~ company.

2.

DUTIES.

- 1st.- -It shall be the duty of the Treasurer to receive and to deposit in the name of the corporation all of the funds of the Corporation.
- 2nd.- -To pay out for the corporation and on order of the President such money as shall come into his keeping.
- 3rd.- -To keep a full and accurate account of all money received and expended by him for the Corporation.

ARTICLE IX.

VACANCIES.

When ever a vacancy shall occur either in the Board of Trustees or of the Officers of the company, such vacancy shall be filled by the Board of Trustees.

ARTICLE X.

BOOKS AND PAPERS.

The books and papers(SUCH AS MAY BE PLACED ON FILE BY VOTE

OF THE TRUSTEES OR THE STOCK-HOLDERS) shall at all times in the business hours be subject to inspection by the members of the Board of Trustees or any stock-holder of the company.

ARTICLE XI.

CERTIFICATES OF STOCK.

Certificates of stock shall be of the form here-unto attached and made a part of these by-laws or such other form as the Board of Trustees may hereafter adopt. All certificates shall be signed by the President and Attested by the Secretary, and shall express on the face thereof the number, the date of issuance, the number of shares for which, and the person to whom the same is issued.

The certificate book shall contain a margin upon which shall be entered the number, date, number of shares, and the name of the person to whom the same is issued and corresponding to the certificate.

ARTICLE XII.

TRANSFER OF CERTIFICATES.

1st.- Shares of stock of this corporation may be transferred by the holder thereof at any time or by his attorney legally constituted, or by their legal representative by indorsement of the certificate, but no such transfer shall be valid until the same shall have been entered upon the books of the company.

2nd.- No surrendered certificate shall be cancelled by the Secretary before a new one is issued in lieu thereof and the Secretary shall preserve the old certificate so cancelled as a voucher, BUT the Board of Trustees shall have the power to order a new certificate to be issued upon proof of loss and upon such a guaranty as by the party claiming loss as shall be satisfactory to the Board.

ARTICLE XIII.

VOTING.

1st.- At all meetings of the stock-holders, either regular or special each stock-holder either in person or by proxy, shall be entitled to as many votes as he owns shares of stock.

2nd.- All proxies shall be in writing, signed by the party in whose name the shares of stock appear upon the books of the company, and such proxy must be filed with the Secretary.

ARTICLE IV.

SPECIAL MEETINGS.

Special meetings of the stockholders may be called from time to time by the President causing notice of such meeting to be given as required by for regular meetings and for the following causes:-

Report covering trip of the Committee of five Trustees of the Pacific Coast Codfish Co. to Polsbro Wash. to look into the advisability of locating a plant at that place.

1911
On Thursday May 4th at 10 A. M. the committee of five trustees, consisting of E. Janson, A. P. Hallberg, Geo B. Helgeson, C. F. Wallin and J. E. Shields, boarded the steamer Kitsap bound for Polsbro, arriving at that point at 12 noon of the same day. They were met there by several of the citizens, and after lunch, went to inspect the piece of ground on which the town holds an option, and has agreed to donate to the Pacific Coast Codfish Co. in case the latter agrees to build its plant there. Measurements of the land were taken at low tide on that date, about 3 P. M. showing the distance from the county road to the low water line, and from the low water line to the point where the water was 14 feet deep at low water.

~~XXXXXXXXXXXXXXXXXXXX~~ About five P. M. on the same date Messrs Wallin and Hallberg departed for Seattle by launch and at about eight in the evening the remaining three, Messrs Janson, Helgeson, and Shields, met the members of the Liberty Bay Improvement Club. Dr E. Janson, explained at length the basis upon which the company was organized, the experience of the members in the Codfish business, the equipment now owned by the company, the amount of stock, sold, paid for, issued as promotion stock, and still unsold, and the purpose of the company in offering further stock, and in wishing to locate at Polsbro. He made it particularly plain that no subscriptions for less than five shares of stock would be accepted from any one ~~party~~ person. The members of the club then asked various questions in reference to the desirability of the plant, the kind of labor to be employed, etc. It was explained to them that on the start it would be necessary to employ some experienced Japanese workmen, but that if the town could supply white labor at the same prices and efficiency as Japanese that they would be given a preference. The members wished to know how the other members of the Committee stood, as they wanted some assurance that the members of the committee would think well of their location in case they could raise the amount of stock asked. Mr. Shields spoke for a few minutes, saying that the principal thing was to have some one in the town sufficiently interested financially that he would see personally that the plant was being run economically. The amount of stock which the people of the town were asked to subscribe was \$4000.

Subscriptions of \$1000 each were announced from Mr. Andrew and Mr. Chris Moe.

The meeting adjourned, and the committee returned to Seattle the following morning.

Request having been made for a copy of the by-laws of the company, two copies were mailed to Mr. Holm of the Liberty Bay Bank at Polsbro the next day.

*Glenn
Secy*

Seattle, Wash. Mar. 3, 1911.

Meeting of the Board of Trustees
of the Pacific Coast Codfish Company
called pursuant to the following
notice.

Notice of Meeting.

To A. O. Hallberg, G. B. Helgeson,
Carl F. Shallen, and J. E. Shields

You and each of you are hereby
notified that there will be a
meeting of the members of the Board
of Trustees of the Pacific Coast
Codfish Co. for the purpose of
organizing said board for the
transaction of the business of said
company.

Said meeting will be held
at the hour of four o'clock P. M.
March 3rd, 1911, at room No 30,
in the Cobb Building in the
city of Seattle Wash.

Dated this 1st day of March, 1911

E. Larson

Trustee for Pacific Coast Codfish Co

and it appearing that all of
the trustees had been served
with notice and are present
and that they have taken their
oath of office, and that the
entire amount of the stock of
the company has been subscribed
and the articles of incorporation
duly filed, Dr E. Larson called
the meeting to order and the
following officers were duly elected.
President Dr E. Larson
Vice President Mr A. O. Hallberg
Secretary Mr J. E. Shields
Treasurer Mr J. E. Shields

minutes of meeting of March 3, 1911 continued
Moved by Mr Hallberg seconded
by Mr Shields that the treasurer
be compelled to give bond of \$3000.
the company to pay for said bond.

Carried
Moved by Mr Hallberg seconded by
Mr Shields that Dr E. J. Jansson
be manager for six months
ending September 3rd 1911.

Carried
Moved by Mr Hallberg seconded
by Mr Hallin that the manager
be paid \$300 for the first six
months.

Carried.
The manager Dr E. J. Jansson here
stated that the above salary of
\$300 for the first six months was
acceptable to him and that he
would accept it.

Moved by Mr Hallberg seconded
by Mr Shields that the bye laws
as approved by the committee be
adopted.

Carried.
Meeting then adjourned subject
to the call of the President.

E. Shields
Secy.

Approved.

April 21, 1911

Meeting of the Board of Trustees of
Pacific Coast Codfish Company.
called by the president to meet at
No 311 Cobb Building, due notice of
same first having been given.

The meeting being called to order by
the president at 4. P. M.

The minutes of the previous meeting
were read and adopted.

The president then explained the
purpose of the meeting to be for the
consideration of the location of a
plant.

An option on a certain piece of land
near the town of Palabro given by one
Mr. Halm and his wife to the town
of Palabro was presented. Together
with a letter stating that the piece
of property in question would
be deeded to the Pacific Coast Cod-
fish Co free of charge providing
the company agree to build its
codfish plant at that point.

The option covered the tide lands in
front of 200 feet of waterfront together
with the uplands abutting said
waterfront as far up as the South
side of the Country road.

Moved by Mr. Hallberg second by Mr.
Hallin that a committee of the
five trustees be appointed to look
into the advisability of locating at
Palabro.

Members present E. Janson. A. P. Hallberg.
G. B. Kelgeson C. F. Wadding. J. E. Fields.

J. H. H. H.
Secy.

May 9, 1911.

Meeting of the Board of Trustees of
The Pacific Coast Codfish Co.
called by the President to meet at Room
311 Cobb Building due notice of
same first having been given.

Minutes of previous meeting read
and approved.

The Secretary also read a report on
a trip taken to Paulsboro by a
committee of five trustees and
the report was ordered to be spread
upon the minute book of this company.

Discussion followed as to
the advisability of locating the
plant at Paulsboro. After due
consideration it was moved by Mr
Hallberg, "That we accept the offer
of the Liberty Bay Improvement Club
and agree to locate our codfish plant
on the location offered by them provided
they will give us a clear warranty
deed and abstract to said 200 feet of
upland also a guarantee that they
will secure ^{from the state} ~~for us~~ without delay
title ^{from the state} to the tideland abutting said
upland, also water right to spring above
said upland so as to ensure a gravity
flow into the plant.

We agree to accept \$3500 subscriptions
as sufficient stock to be secured in Paulsboro
the amount subscribed for to be paid
to the treasurer before we begin the
erection of our plant."

Seconded by Mr Hallin.
The secretary was then instructed to
so communicate to the Liberty Bay
Improvement Club.

Meeting then adjourned
J. H. Hallberg
secy

Record of minutes of a meeting of the
stock holders of the Pacific Coast Coal & Fish Co.
called by Mr E Janson President. date of
meeting Aug. 31. 1911.

248½ shares of stock being represented
a quorum was present and business
was proceeded with.

Minutes of previous meeting read
and approved.

The conditions of the company was
explained, and 10 shares of the capital
stock of the company formerly
subscribed to by Ralph Ragusken
were offered for sale. McKenister
stated that he was unable to
pay for same.

Mr E Janson appointed Geo B.
Helgesen and J E Shields to audit
the books.

Nominations for office of director
were called for.

The following were regularly
placed in nomination.

Mr Andrew B. Moe. Mr H E. Furner.
Mr E Janson. Mr Geo B. Helgesen. Mr.
P. A. Hallberg. Mr J E Shields.

Mr P. A. Hallberg withdrew his name.
Moved by Mr Hallin. Second by Mr Snyg
that nominations be closed.

Moved by Mr Hallberg second by E
Janson that the Secy be instructed
to cast a ballot for the five nominated
carried.

Mr J E Shields as Secy cast a ballot
declaring the following elected.

A B Moe, E Janson, Geo B Helgesen,
H E. Furner and J E Shields to serve for
next year.

The meeting then adjourned. J E Shields
ce Janson.

Meeting of Board of Directors
of Pacific Coast Codfish Co.
Held August 31, 1911 immediately
following the meeting of stockholders
as provided in the bye laws.

Mr E. Janson presiding.
Moved by Mr Turner second by A B Mos
that Mr E Janson be elected President.

Moved & second that nominations be closed
carried.

On vote Mr E Janson was elected President.
Moved by Mr Turner second A B Mos
that Mr Geo B Heelgreen be elected
Vice President.

Moved & second that nominations be closed.
On vote Mr Geo B Heelgreen was elected
Vice President.

Moved by Mr Turner second A B Mos
that J. E. Shields be elected Secy. Treas.

Moved & second that nominations be closed.
On vote J. E. Shields was elected Secy. Treas.

Mr Turner moved second by Geo B Heelgreen
that Mr E Janson be paid a salary of
\$75 per month. Before vote was taken
Mr Janson stated that this was
satisfactory to him. Vote was then
taken and carried.

The meeting then adjourned.
subject to the call of the President.

Approved

President
E. Janson

J. E. Shields
Secy

Minutes of meeting of Board of
Directors of Pacific Coast Co. held
January 10, 1912. Meeting called
by order of the President.

E. Jansen President. Presiding
Minutes of previous meeting
read and approved.

Discussion as to the present
condition of the company followed
and the Treasurer submitted a
written report which was
adopted and ordered to be spread
upon the minute books. The same
appears on page 20 of this book.

Moved by Mr. Turney seconded by Mr.
Helgesen that the board approve
the conduct of the business as
carried on by the manager carried

Meeting adjourned subject
to the call of the President

Approved

President

E. Jansen
Secretary

E. Jansen

Seattle Jan 10. 1912.

To The Board of Trustees of the Pacific Coast Codfish Co.

Gentlemen,

I have the following report to make on the condition of the company at this time, and ~~the~~ covering the period since the last meeting of this Board, on August 31st, 1911.

On August 3rd, the company secured from the Scandinavian American Bank a loan of \$3000. to complete the plant at Poulsbo. This loan was open and unpaid at the time of the last meeting. Subsequent to that date the Schooner John A. arrived with 382 tons of fish, and in order to pay off the crew and provide working capital the Company secured a further loan of \$11,000. also from the Scandinavian American Bank, making a total of outstanding notes of \$14,000.

The total sales of Fish to date have been as follows.

Whole fish	175,540#	175,540#
Bricks and tablets		77,440
Rolls		1,125
Middles		5,840
Strips		4,600
		<u>264,545#</u>

The total selling price of this fish has been \$15,638.04. Of this amount there has been collected, \$9555.17, there is due as per trial balance \$6023.29, the difference \$59.58 is made up as follows.

Deductions for cartage	1.25.
" acct reduction in price	23.92
" " freight Tacoma Portland etc	16.91
" by San Juan Fish Co. acct whfg	
on John A. chgd to Keletzt & Nelson.	17.50
	<u>6</u>
	59.58

There has been paid off to date \$6.500 on the indebtedness at the Scandinavian American Bank.

sets The present financial condition of the company is as follows.

Accts receivable	6023.29
Keletzt & Nelson.	17.50
J. E. Shields.	75.00
Schooner John A.	10812.99
Cargo 1911 acct.	18851.06
Poulsbo plant.	8710.32
Cash on hand (in bank)	318.13
	<u>\$44808.29</u>

debit

Commission acct.	75.00
Stock paid in	21250.00
Scan Amer Bank.	7500.00
Fish sold.	15638.04
Cargo supplies sold.	137.25
Boat " "	85.50
Plant " "	22.50
Freight money earned.	100.00
	<u>44808.29.</u>

Respectfully submitted.

J. Shields
Secy.

Pacific Coast Codfish Company

Producers and Packers of

Finest Alaska Codfish

also, Wash.

Office: COLMAN DOCK
SEATTLE, U.S.A.,

May 2. 1918.

To the Board of Trustees
Pacific Coast Codfish Co.

Dear Sirs,

I herewith submit my report on the condition of the company.

Since our last meeting on January 10th, we have liquidated our debt at the Scandinavian American Bank, and now owe no borrowed money. The total sales of fish to date have been \$32,157.34. This has all been collected with the exception of \$2170.05. This I consider all perfectly good. The oldest bill uncollected is dated March 14th. We have on hand between 65 and 70 tons of fish. The present financial condition of the company is as follows.

Accts receivable	2170.05
Schooner	11675.56
Fish on hand	6500.00
Plant	8973.27
1912 outfit	4430.89
Cash	3288.00
	<u>\$ 37037.77</u>
Accts payable	1850.96
Present worth	<u>\$35186.81</u>

The company has received up to date \$51,237.19

This has been spent as follows.

Schooner	11675.56
1911 cargo	22869.47
Plant	8973.27
1912 outfit	4430.89
	<u>47949.19</u>
Still on hand	3288
	<u>51237.19</u>

Collections of accounts have been good. Our fish has given entire satisfaction, we have had no misunderstandings or disputed with the trade, and have the support of most every wholesaler in the territory with all or part of their orders.

Respectfully submitted,

Minutes of Stock holders meeting
of Pacific Coast Lumber Co Aug 27
1912.

A quorum being present the
meeting was called to order by the
President.

Minutes of previous meeting
read and approved.

The Treasurer read a report
showing the financial condition
of the company, moved by Mr
Pace second by Mr Kelgesen that
report be placed on file (the report is
filed on page 24 of this book)

Mr E Janson appointed
Geo B Kelgesen and H E Turner an
auditing committee to audit the books

Moved by Mr Janson second
by Nels Snijer that the former board
of trustees (E Janson Geo B Kelgesen
H E Turner Andrew Nor and J E
Shields) be re-elected Carried
Moved by ~~H E Turner~~ ^{Mr Pace} second O Johnson
that the Secretary be instructed to
cast a ballot declaring these men
unanimously elected. Carried
The Sec cast a ballot for E Janson
H E Turner A Nor Geo B Kelgesen
and J Shields.

Moved by J E Shields second by P A
Halberg that it is the sense of this
meeting that the trustees should
investigate the advisability of
securing another boat and place
themselves in a position to avail
themselves of the opportunity. Carried

Moved A B Nor second J E Shields
that the meeting adjourn. Carried
E. Janson
J. E. Shields
Secy

Minutes of Meeting of Board of
Trustees of the Pacific Coast Codfish
Co. held Oct 12, 1912 at 311 Cobb Bldg.

Present E. Janson. Geo B Helgesen.
J. S. Sheeds. H. E. Turner.

Quorum Present and meeting called
to order.

Minutes of former meeting read and
approved.

E. Janson gave report of arrival of
Steamer John A. and the members
discussed the outlook.

Moved by Geo B Helgesen second by
J. S. Sheeds that Captain Gatch
be sent to California as soon as
possible to look over available
vessels and report to manager Caried.
The Treasurer submitted financial
report which was approved and added
placed on file. (To be filed page 28 of this
book)

Moved by J. S. Sheeds second by
Geo B Helgesen that meeting
adjourn. Caried.

E. Janson.
President

J. S. Sheeds
Secy

Pacific Coast Codfish Company

Producers and Packers of

Finest Alaska Codfish

at Poulsbo, Wash.

Office: COLMAN DOCK
SEATTLE, U.S.A.,

Aug 27. 1912.

To the Stockholders of the Pacific Coast Codfish Company,
Gentlemen,

As your Secretary and Treasurer for the past twelve months I have pleasure to submit to you the following report.

The financial condition of the company at present is as follows.

Assets.		Liabilities.	
Poulsbo plant,	\$10,000	Capital stock	30,000.
Schooner John A	15,000	Accts payable	*****
Expenditure on		Notes "	*****
1912 cargo.	6,484.33	Surplus	3 676.26
Advances to wives			
etc of crew	134.82		
Accts receivable	541.80		
Cash on hand	1 515.31	(1515.31)	
	<u>\$33,676.26</u>		<u>\$33,676.26</u>

There has been declared and paid to your members dividends of 20% amounting to \$6,000.

The accounts receivable are all perfectly good, and there has not been charged off a single cent for bad debts, nor have any been incurred.

The 1911 cargo of fish has all been sold, and there was bought an additional seven tons, which was sold at a profit of \$350. there does not remain any fish on hand at this time.

The schooner John A went to sea this year again on April 10th, and is now due back in port at any time. Since your last meeting we have secured for our plant, terminal freight rates, so that we no longer have to pay freight to Seattle on car lots of fish,

We have not had any complaints on our fish and even now when we have none we are receiving orders regularly. I have also made a tour of the Eastern markets and find our fish in favor, and the trade ready to purchase it again at a good profit.

Respectfully.

E. Jansson

E. Shields
Secretary. & Treasurer.

Pacific Coast Codfish Company

Producers and Packers of

Finest Alaska Codfish

Plant at Poulsbo, Wash.

Office: COLMAN DOCK
SEATTLE, U.S.A.

Feby 1. 1913.

To the Board of Directors of the Pacific Coast Codfish Co.

Gentlemen,

I have pleasure to report to you as follows. Since your last meeting Oct 12th, 1912. we have purchased the Schooner Chas R. Wilson, by reason of Capt. Grotle's visit to California, and have purchased 500 tons of Salt, which we have loaded upon her and she has safely arrived at Poulsbo. Changes necessary to make her useful as a Codfish schooner are now under way.

The Company's indebtedness of \$7000 at the Scandinavian American Bank has been paid in full with interest.

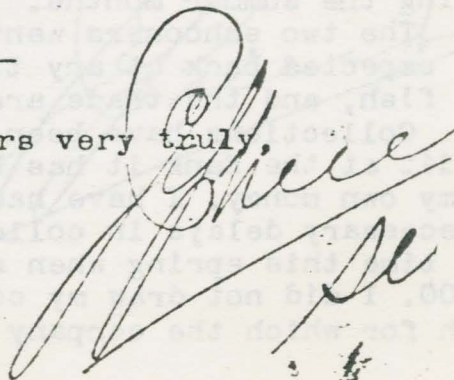
We have disposed of all of the Cargo of the John A. taken last season with the exception of about 100 tons of fish, which is now in first class condition in the Plant in Poulsbo.

Repairs to the John A. to remedy the damages done her last summer are well under way, and the two vessels will be in readiness upon the arrival of the season this year.

The financial condition of the Company Feby 1st, was as follows.

Liabilities		
Accts payable	371.71	
Capital stock	<u>50000.00</u>	50371.71
Surplus.		<u>4234.50</u>
Resources		54606.21
Acct Recv. fish	4622.03	
" " stock	8050.00	
Chas R. Wilson,	10440.88	
John A.	11627.97	
Cargo 1913 Wilson	1668.40	
" " John A	1066.06	
Plant	9362.67	
Fish	4500.00	
Cash	<u>3268.20</u>	
	54606.21	

Yours very truly



Pacific Coast Codfish Company

Producers and Packers of

Finest Alaska Codfish

at Poulsbo, Wash.

Office: COLMAN DOCK
Seattle, U. S. A.,

Aug 22, 1913.

To the Stockholders of the Pacific Coast Codfish Company,

As your Secretary and Treasurer for the past twelve months, I have pleasure in submitting to you the following report.

The financial condition of the Company is as follows.

Assets,	
Accts receivable	3752.29
Sch Wilson,	15097.10
" John A.	12008.22
Plant	14087.28
Cargo Wilson,	6357.76
" John A.	6352.16
Advances to crews	2918.69
Fish on hand.	1275.00
Cash.	417.25
	\$62265.75

Liabilities.

Stock outstanding	50,000
Bank,	4 100
Accts payable.	678.38
Surplus.	7 487.37
	62265.75.

There have been declared and paid to the stockholders since last meeting dividends of 10% amounting to \$3000. There has also been charged off as depreciation \$750. on the schooner JOHN A. and \$250 on the Poulsbo plant, a total of \$1000. The accounts receivable are all perfectly good, and there has not been charged off a single cent to bad debts, nor have any been incurred.

There was purchased in addition to the cargo of the JOHN A about 50 tons of fish, of which there remains on hand about 16 tons. This has been very fortunate as it enabled us to supply our trade, and not have to turn them over to our competitors during the summer months.

The two schooners went to sea as usual this spring, and are now expected back at any time. We have not had any complaint on our fish; and the trade are well satisfied with it.

Collections have been slow, and to save the company's credit at the Bank it has been necessary for me at times to put in my own money. I have had much trouble and long, and to my mind unnecessary delays in collecting the stock subscriptions, and at one time this spring when we were outfitting the company owed me \$1700. I did not draw my commissions, and I put in over \$1200 in cash for which the company has not been asked to pay any interest.

Pacific Coast Codfish Company

Producers and Packers of

Finest Alaska Codfish

Plant at Poulsbo, Wash.

Office: COLMAN DOCK
Seattle, U. S. A.,
Aug 22. 1913.

Statement of disposition of money.

Sept 30. 1912.

Accts receivable.	6.54
Net & Twine.	9.32
Cash	980.47
	996.83
Fish sold.	38678.04
Stock sold.	20000.00
Insurance collected	1219.00.
Loans made.	6200.00
Interest collected.	260.30.
	67354.32

Disposition made.

✓ Cargo 1912. acct.	12587.55
Advances to crew.	2622.22
" Capt Grotle.	296.47
✓ Commissions.	1793.82
Schooner Wilson.	15097.10
Cargo of Wilson.	6116.02
* " John A.	6352.16
✓ Schooner John A.	1166.63
✓ Plant.	4952.81
✓ Dividend	3000.00
✓ Accts receivable.	3752.29
✓ Cash.	417.25
✓ Loans repaid.	9200.
	67354.32.

E. Janson *J. E. Shields*

Pacific Coast Codfish Company

Producers and Packers of

Finest Alaska Codfish

at Poulsbo, Wash.

Office: COLMAN DOCK
Seattle, U. S. A.,

No. 2.

I would recommend that in case of any further dealings between the company and its stockholders that the Treasurer be given authority to collect the money when due. I spent a great deal of my time in trying to make these collections, and as I have in the past received absolutely no salary for acting as Secy. and Treas., and my brokerage certainly does not cover any more than pay for selling the goods, I would not want to have a recurrence of this waste of time in collections.

The markets are in fine shape, and there is no question about our ability to place our fish this fall. The only cloud in the sky is the removal of the duty on Codfish, the proposed tariff puts salt fish on the free list, and what this will do to the industry is hard to say.

I submit a separate sheet showing the amount of profit made, and what has been done with it. I would call your attention to the fact that the Schooner Wilson and the outlays in connection with her has cost nearly \$29,000, whereas we raised only \$20,000 by stock subscription, we also borrowed \$4000 which remains unpaid, so that \$5000 of the profits went into the Wilson and her outfit.

Respectfully.

E. J. Ison
Secy. Treas.

PART IV

A HISTORY

Concerning

VESSELS OWNED IN PART

OR ENTIRELY

By

CAPT. J.E. SHIELDS

FOREWORD

Father became involved with the shipping industry on the West Coast of this country shortly after he moved west. I have made a very concerted effort to locate some information on each vessel that I was aware of his involvement with ownership and / or management.

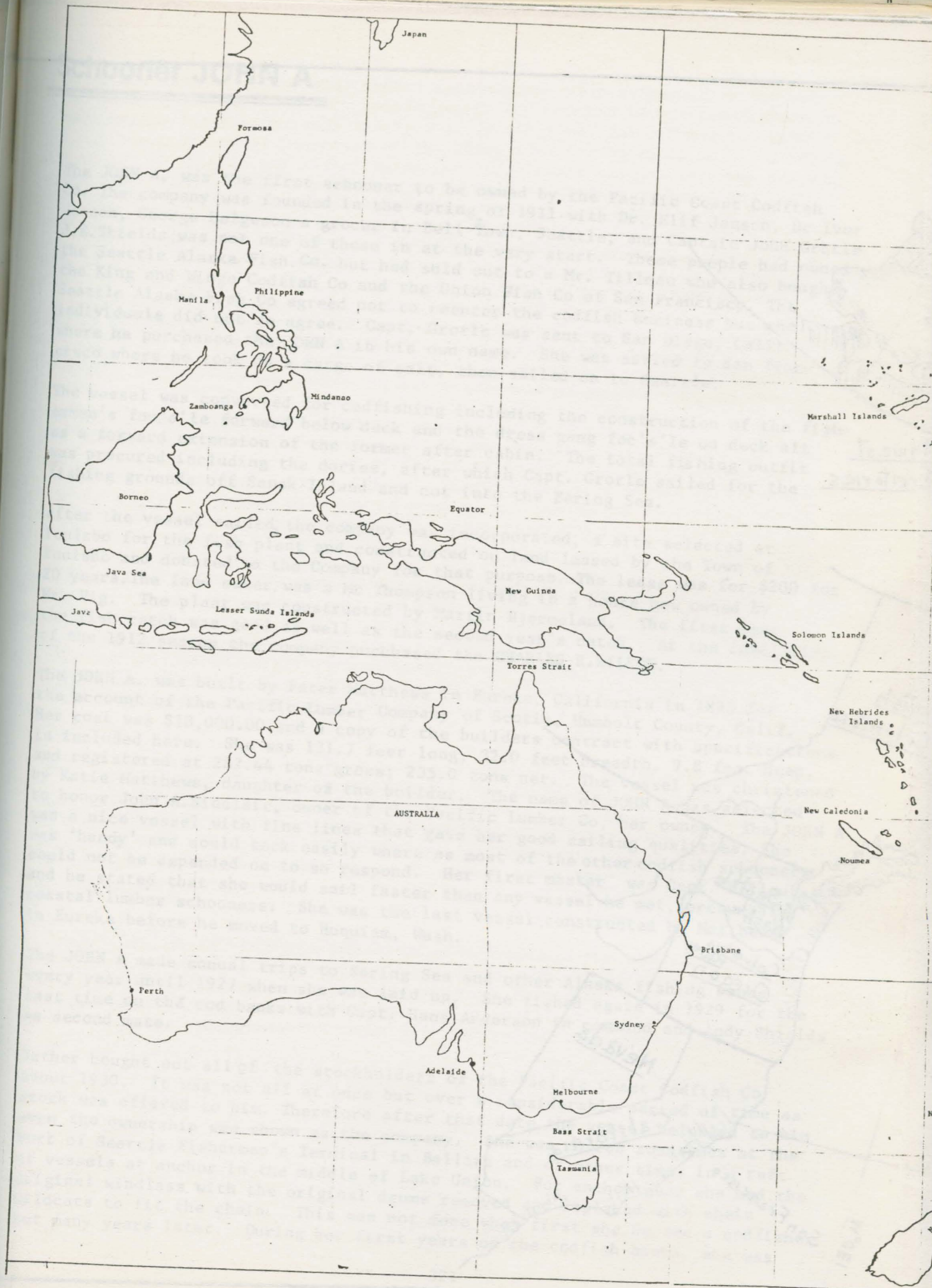
I have made a search through the National Archives in Washington D.C. to examine the various documents that were issued to the several sailing vessels under his control. I selected representative documents for each vessel, often including the original papers that were issued to the vessel at the time of construction. I have felt the method of ownership when the vessels were built was of sufficient importance to preserve. Most of the time the ownership was divided in 64ths. with the various partial owners having what ever number of 64ths he could afford. It was interesting to observe that over the years there might be a partial interest in a vessel sold by one of the owners but that on the whole the ownership remained quite constant. There were many changes in documents on some of the vessels between Enrollment and License, which is appropriate for domestic trade; and Registry which is the required form of document for a vessel to operate to a foreign port. One of the vessels had 65 documents in the file.

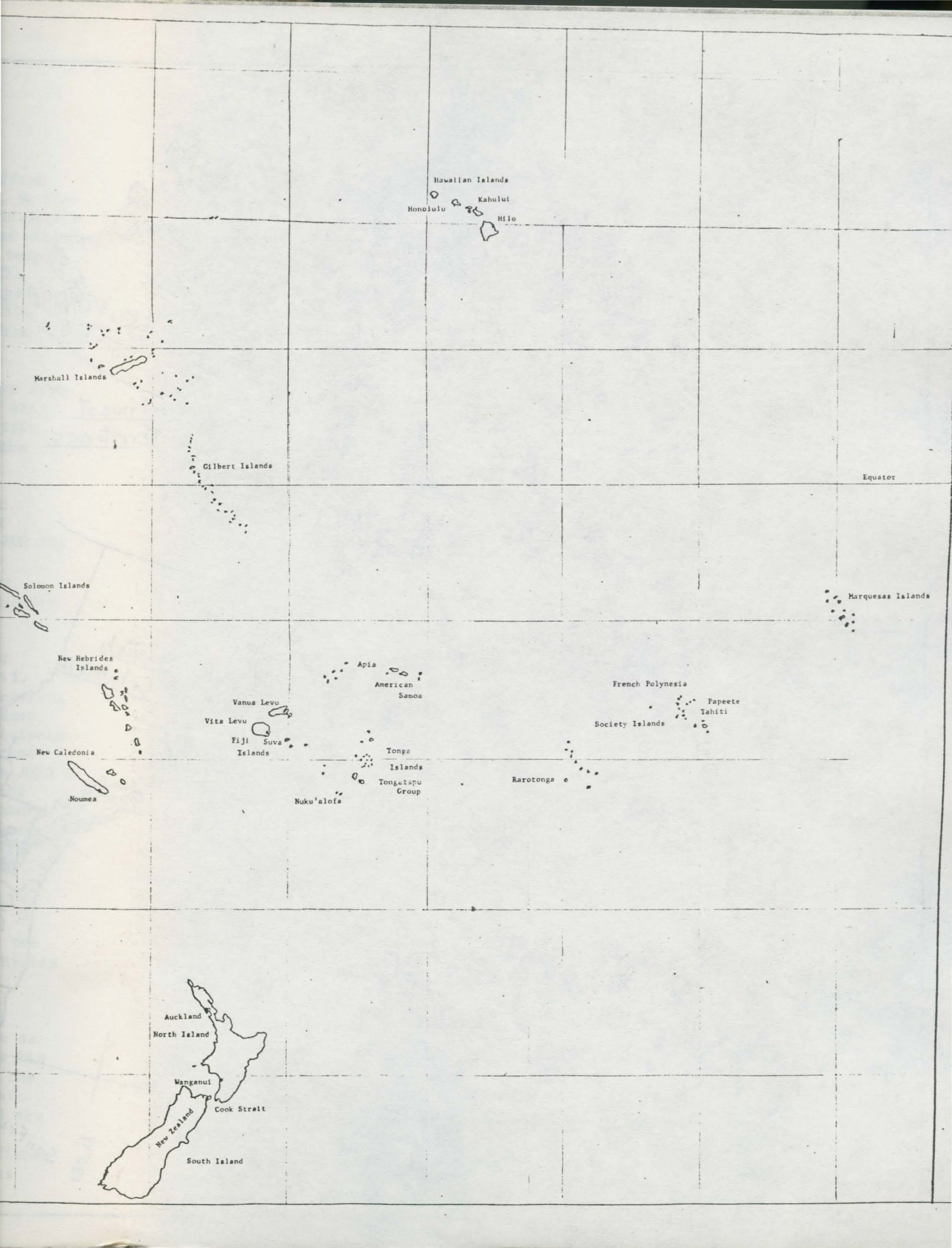
Codfishing in Bering Sea was conducted with the vessel being documented under Enrollment and License. For the vessels Father had operating in the off shore lumber trade to the South Sea Islands, they were under Registry on the off-shore portion of the trip and than had to change to Enrollment and License on the return as example when the vessel delivered the return cargo of copra in San Francisco, she came in under Registry and had to change over to Enrollment and License before she could proceed back to Puget Sound.

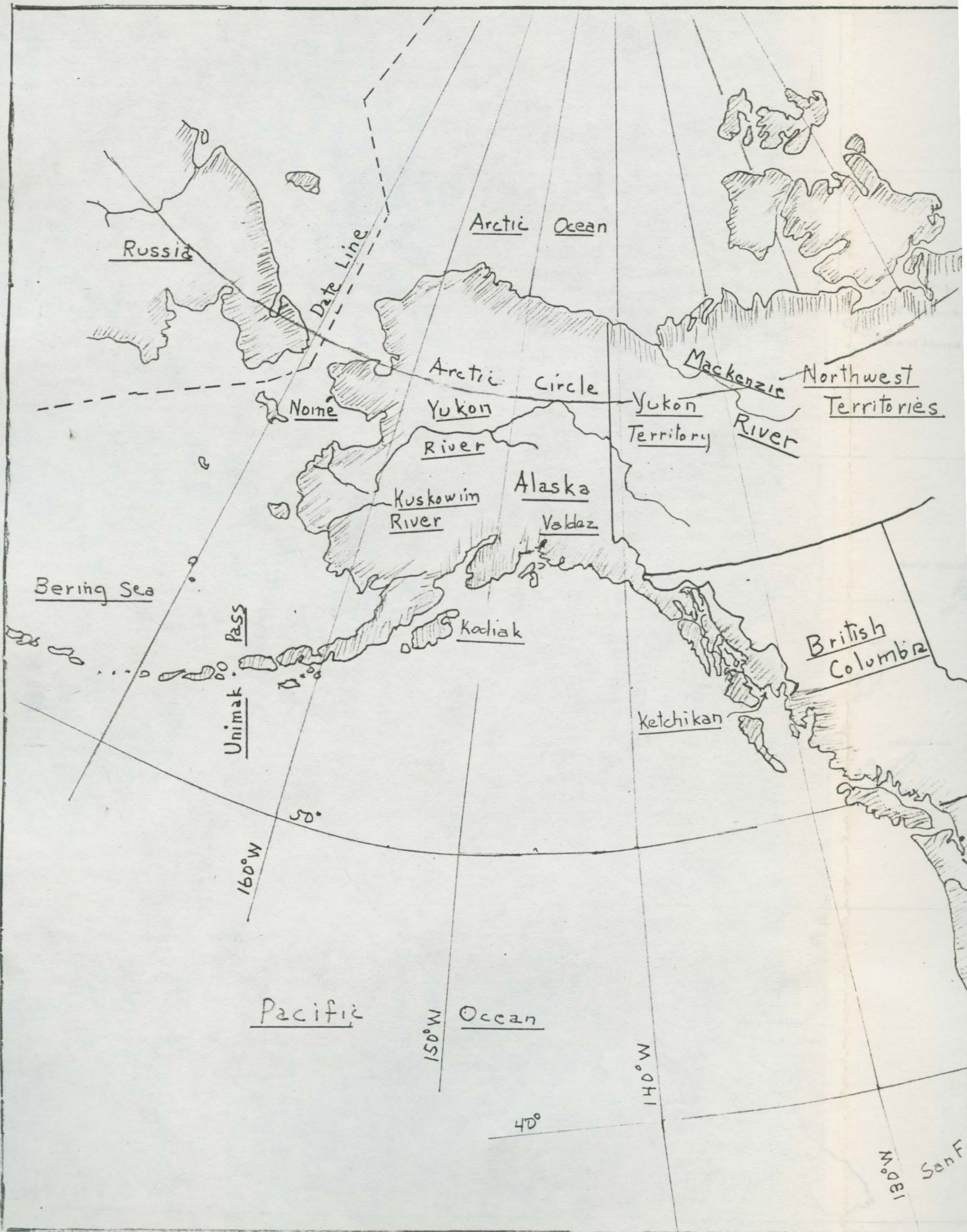
Most of the sailing vessels were constructed prior to or just after the turn of the century in relatively small wood shipyards with the intended use being that of hauling lumber from the northern mills to California and the distant ports of the Pacific. The coastwise lumber trade for sailing vessels had been terminated by the steam schooners prior to World War I, although there was considerable activity in the off- shore trade during the war and Father participated in this. He was the last owner of a sailing vessel to haul lumber to the South Sea Islands other than the mill-owned COMMODORE and VIGILANT hauling lumber from Bellingham to Hawaii.

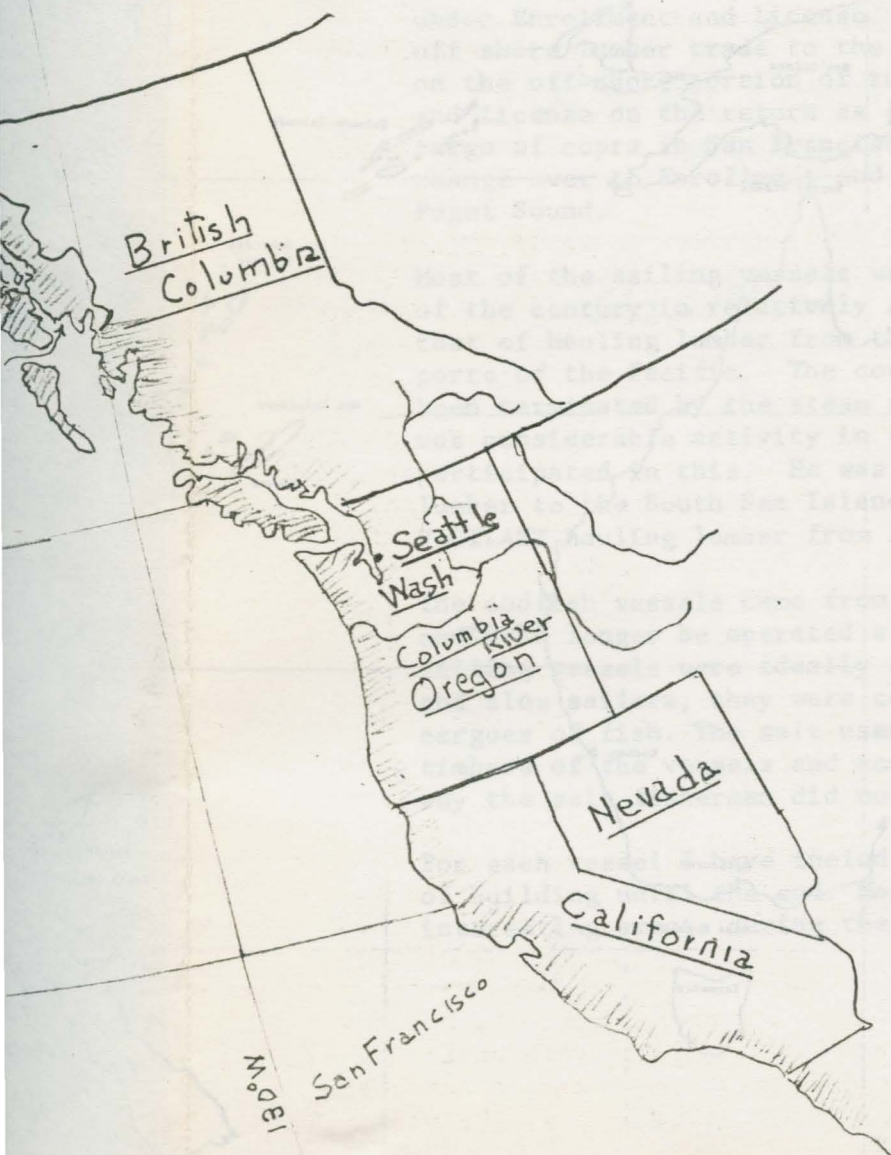
The codfish vessels came from the laid-up fleet of small schooners that could no longer be operated at a profit in the lumber trade. These wood sailing vessels were ideally suited for this trade. While broad of beam and slow sailers, they were comfortable to live on and could carry good cargoes of fish. The salt used for fish preservation penetrated the wood timbers of the vessels and acted as a preservative, thus accounting for why the salt fishermen did not become rot infested as the other vessels did.

For each vessel I have included a brief summary of the life from the date of building until the end. Many of these vessels experienced exceedingly interesting events during their life, a few of which are included here.









Schooner JOHN A

The JOHN A. was the first schooner to be owned by the Pacific Coast Codfish Co. The company was founded in the spring of 1911 with Dr. Elif Janson, Dr Ivor Janson, George Helgeson a grocer in Bell Town, Seattle, and Captain John Grotle. J.E.Shields was not one of those in at the very start. These people had owned the Seattle Alaska Fish Co. but had sold out to a Mr. Tillman who also bought the King and Winge Codfish Co and the Union Fish Co of San Francisco. The Seattle Alaska Fish Co agreed not to reenter the codfish business but the individuals did not so agree. Capt. Grotle was sent to San Diego, Calif. where he purchased the JOHN A in his own name. She was sailed to San Francisco where he took on a cargo of salt, then sailed on to Seattle.

The vessel was converted for codfishing including the construction of the fishermen's foc's'le forward below deck and the dress gang foc's'le on deck aft as a forward extension of the former after cabin. The total fishing outfit was procured including the dories, after which Capt. Grotle sailed for the fishing grounds off Sanak Island and not into the Bering Sea.

After the vessel sailed, the company was incorporated, a site selected at Poulsbo for the fish plant and constructed on land leased by the Town of Poulsbo and donated to the Company for that purpose. The lease was for \$200 for 20 years. The land owner was a Mr Thompson living in a house now owned by Mr. Vig. The plant was constructed by Martin Bjermeland. The first year the fish catch was good as well as the second year's catch. At the conclusion of the 1912 season the company purchased the CHARLES R.WILSON.

The JOHN A. was built by Peter Matthews in Eureka, California in 1893 for the account of the Pacific Lumber Company of Scotia, Humbolt County, Calif. Her cost was \$18,000.00 and a copy of the builders contract with specifications is included here. She was 131.7 feet long, 32.0 feet breadth, 9.8 feet deep, and registered at 282.44 tons gross; 235.0 tons net. The vessel was christened by Katie Matthews, daughter of the builder. The name of JOHN A was selected to honor John A.Sinclair, owner of the Pacific Lumber Co, her owner. The JOHN A was a nice vessel with fine lines that gave her good sailing qualities. She was 'handy' and could tack easily where as most of the other codfish schooners could not be depended on to so respond. Her first master was Capt. Hellquist and he stated that she would sail faster than any vessel he met, presumably coastal lumber schooners. She was the last vessel constructed by Matthews in Eureka before he moved to Hoquiam, Wash.

The JOHN A made annual trips to Bering Sea and other Alaska fishing banks every year until 1927 when she was laid up. She fished again in 1929 for the last time on the cod banks with Capt. Hans Anderson in command and Andy Shields as second mate.

Father bought out all of the stockholders of the Pacific Coast Codfish Co about 1930. It was not all at once but over a considerable period of time as stock was offered to him. Therefore after that date the vessel belonged to him even tho ownership was shown as the company. She was moored sometimes at the Port of Seattle Fishermen's Terminal in Ballard and at other times in a raft of vessels at anchor in the middle of Lake Union. For anchor gear she had the original windlass with the original drums removed and replaced with chain wildcats to fit the chain. This was not done when first she became a codfisher but many years later. During her first years on the codfish banks, she was

anchored with an extra heavy manila rope rather than chain and this was taken several times around the drum on the windlass. The windlass was powered by a very early model Fairbanks-Morse one cylinder (horizontal) oil engine that used gasoline to start and then would run on kerosene. It was somewhat similar to the Hercules engines except that the water jacket was closed. On the Hercules engine there was an open water tank on top of the cylinder. Spark was a spark plug set off or fired by a magneto that was not very dependable. Andy stated that the engine did not have enough power to hoist the anchor and they attached a rope to the flywheel, about four feet in diameter wheel, and with a crew on the rope to pull at the right time they could assist the piston enough to get the anchor back. Anyway in 1936 Father sold the JOHN A. to the Chatham Strait Fish Co. He had me go out and get the anchor up. Capt. Carl "North Pole" Hanson was there for the new owners. I got the engine running and the anchor up. I remember old "North Pole" was quite angry because one of the anchors was a stock anchor even though the house pipe was large enough for a patent anchor. Nothing he could do, so he took the vessel.

It was also interesting that Father hung the name "North Pole" on him and he was furious with this. It soon became common knowledge on the waterfront and there was little he could do about it. There were so many Hansons that somehow they had to be distinguished. Several years later he was very proud of the title. It was occasioned because he was with Admiral Perry on one of the attempts to reach the North Pole. Hanson was captain of the vessel at that time.

The JOHN A was purchased by Father from the Chatham Strait Fish Co in 1941, at which time he had intentions of placing her back in the codfishery. The war came along, or you might better say the U.S. entered the war. Then the U.S. Army commandeered the vessel. The masts were removed and she was reduced to a barge. A good one, as the codfish schooners towed easily, had accommodations for at least 40 men, had very good anchor gear, were seaworthy to go to Alaska, and all in all fitted the needs of transportation in the Aleutian Islands where there were no shore facilities.

After the war, Father had Esther, his bookkeeper bid her in from the Government for something like \$1,000.00. When it came time to take her, Father claimed she had been stripped of everything that could be taken off and that was not the condition when the bid was made. He made the claim stick and did not have to take her back. He had the idea still in his mind that she could be returned to the codfishing trade. I do not think now that it would have worked as we had difficulties enough as it were. The end had come to the salt fish trade even though he was not ready to admit it then.

The JOHN A finally was sunk at the mouth of the Nisqually River along with the WILLIAM T. NOTTINGHAM as a breakwater. There she filled with water and in a few years her back was broken. Shortly thereafter she was set afire to lessen the hazard of children playing on her and being hurt. Another fine vessel came to the end of her life, a long well spent and productive career.

THIS AGREEMENT made and entered into this day of November, in the year of our Lord one thousand eight hundred and ninety-two, by and between PETER MATTHEWS of Eureka, County of Humbolt, State of California, party of the first part and the PACIFIC LUMBER COMPANY, a Corporation organized and existing under the laws of the State of California, party of the second part.

WITNESSETH: That the said party of the first part, for the consideration hereinafter named, contracts and agrees with the said party of the second part, that the party of the first part will, by May 1st A.D. 1893, in a good workmanlike manner, build a three masted schooner at Eureka, Humbolt County, California of Yellow Pine, under the supervision of an Agent to be appointed by the party of the second part, according to the following dimensions:

DIMENSIONS OF VESSEL:

Keel to be one hundred and twenty-two (122) feet long, sided fourteen (14) inches and twenty (20) inches deep with two thicknesses of three inch shoe on the bottom. Breadth of beam thirty-two (32) feet over all. Depth of hold nine and one-half ($9\frac{1}{2}$) feet from the top of the ceiling to bottom of deck.

FRAME:

To be sided ten (10) inches, moulded thirteen (13) inches at the Keel and seven and one-half ($7\frac{1}{2}$) inches at the Decks, to be spaced twenty-nine (29) inches from center to center.

KEELSONS:

Main Keelson to side fourteen (14) inches and to be twenty-eight (28) inches deep, in two pieces. The first piece to have one and one-eighth ($1\frac{1}{8}$) inch bolts to each frame driven to the bottom of the Keel. The second piece to have two one and one quarter ($1\frac{1}{4}$) inch bolts driven from the top to the bottom of the Keel.

SISTER KEELSON:

To be fourteen (14) inches by fourteen (14) inches, bolted to frames with three one (1) inch bolts to every frame. To be also edge bolted to Main Keelsons.

STEM:

To side fourteen (14) inches connected to Keel with a Knee. Deadwood to side fourteen (14) inches and to be well bolted with one and one-quarter ($1\frac{1}{4}$) inch iron.

STERN POST:

To be eighteen (18) inches by twenty-two (22) inches connected to the Keel with a Knee and to be well bolted with one and one quarter ($1\frac{1}{4}$) inch iron. Vessel to have two sets of pointers and hooks forward and one set aft.

CEILING:

To be four (4) inches on floor to within one streak of floor head, from the floor head to the turn of the bilge to be seven (7) inches thick; from there to the clamp six (6) inches thick--all thick ceiling to have one 3/4" bolt and two 7/8" bolts to every frame. Bilge streaks to be edge bolted with 7/8" iron. This ceiling to be fastened with nine (9) inch galvanized spikes.

CLAMPS:

To be one streak of nine (9) by fourteen (14) inches and one streak of eight (8) by fourteen inches bolted with four seven-eighths (7/8) inch bolts to every frame, driven from the outside and clinched over rings on the inside.

DECK BEAMS:

To side fourteen (14) inches and to mould eleven (11) inches in the center and seven and one-half (7½) inches at the clamp, secured to the clamp with two one (1) inch bolts in each end.

HANGING KNEES:

To be sided nine (9) inches and to have sixteen (16) on each side, to be bolted with ten one (1) inch bolts and six seven-eighths (7/8) inch bolts to each knee.

HATCHES:

To be kneed with fore and aft knees.

PLANKING:

Garboard to be six (6) inches thick, second streak to be four (4) inches thick, the remainder of the bottom to be three and one-half (3½) inches thick, wales to be four (4) inches. Garboard to be fastened with two Locust Treenails and two seven-eighths (7/8) inch galvanized bolts to each frame. Planks to be fastened with two Locust Treenails and two eight (8) inch galvanized spikes to each frame.

PLANKSHEAR:

To be six (6) inches in thickness. Bulwarks to be two and one-half (2½) by four (4) inches.

RAIL:

Main Rail to be five (5) inches in thickness.

DECK:

To be four (4) inches, fastened with seven (7) inch galvanized spikes; House Tops to be three by three (3 x 3) inches.

CABIN:

To be twenty (20) feet long, laid out on the inside the same as the schooner "Salvator" and to be furnished the same as other coast going vessels, and also with patent water-closets. Captain's room to be furnished with one writing desk, one lounge, one office chair and one upholstered chair.

FORWARD HOUSE:

To be large enough for galley, cook's room and sailor's quarters. The galley to be furnished with cook-stove and all necessary cooking utensils and dishes,

The vessel to have two Patent Pumps; Patent Steering Gear of suitable size for Rudder-head which shall be fourteen (14) inches. The vessel to have three masts of steam-boat rig, with long poles.

Stantions under beams to be seven (7) by twelve (12) inches strapped to the beams with iron straps and to be connected to Keelson with a rider;

BITTS:

Paul Bitts to be eighteen (18) by twenty (20) inches. Windlass Bitts to be six (6) by eighteen (18) inches, kneed to fore and aft pieces on deck. Quarter Bitts to be fourteen (14) by fourteen (14) inches. All Bitts to have black mesquite wood corners.

Hatches to be lined with galvanized iron on the inside and on top of combing. Chain plates and all iron work about deck, chocks included, to be galvanized. All spikes and clinch rings to be used in the construction of the vessel to be galvanized. Rail Bolts and all other bolts above deck to be galvanized. All blacksmith work to be of suitable size for the vessel. All locks and hinges on outside doors to be brass.

RUDDER to be hung on composition braces. After side of sternpost and forward side of Rudder to be coppered. All jaws, cleats, and cavils, pin rails on rigging and under main rail to be of hardwood.

Stem to be covered with heavy sheet lead from Bob Stay down. Vessel to be salted to the lower wales.

CALKING:

Garboard to have six threads, the remainder of the bottom to have three threads; wales to have four threads and to be hawsed twice. Decks to have two threads hawsed down and pitched. House Tops two threads and to be white leaded. All Oakum used in the caulking of the vessel to be of the best Eastern Oakum.

Bottom seams to have one coat of white lead and oil, one coat of copper paint and to be cemented. Vessel to be painted to water line with two coats of lead paint. All outside of houses and all work round the top to have two coats of lead paint.

Deck, beams, knees, and ceiling under deck to be oiled. Cabin to be painted, grained, and varnished. Companion ways to be furnished with steps and hand rails. Stationary wash-stand and tanks for water closet. Gratings in front of Wheel and Cabin doors. Pantry to be furnished with all necessary dishes.

Vessel to have side lights, riding light, and flash light and American Patent Fog Horn; Compass, Azimuth and Tell-Tale. No iron of any kind to be nearer than within four feet of the compass. Patent log and Log Line; Lead and Lead Line.

One nine hundred (900) gallon iron Water Tank placed on Keelson and connected with galley pump; filling pipe and pump complete. One nineteen (19) ft. Boat, with oars, boat-hook and rudder.

One seventy-five gallon Water-Cask.
One Harness Cask.

ANCHORS:

Anchors and chain (the latter of 60 fathoms each) to be of suitable size for the vessel and to be selected by the captain. One Fish Hook and Pendant.

Sheet Chains twelve (12) feet long of one inch chain for the fore and aft main sheets. Patent traveller for the Spanker. Dech load lashes to be of 9/16 galvanized chain; ring stopper and shank to be of same.

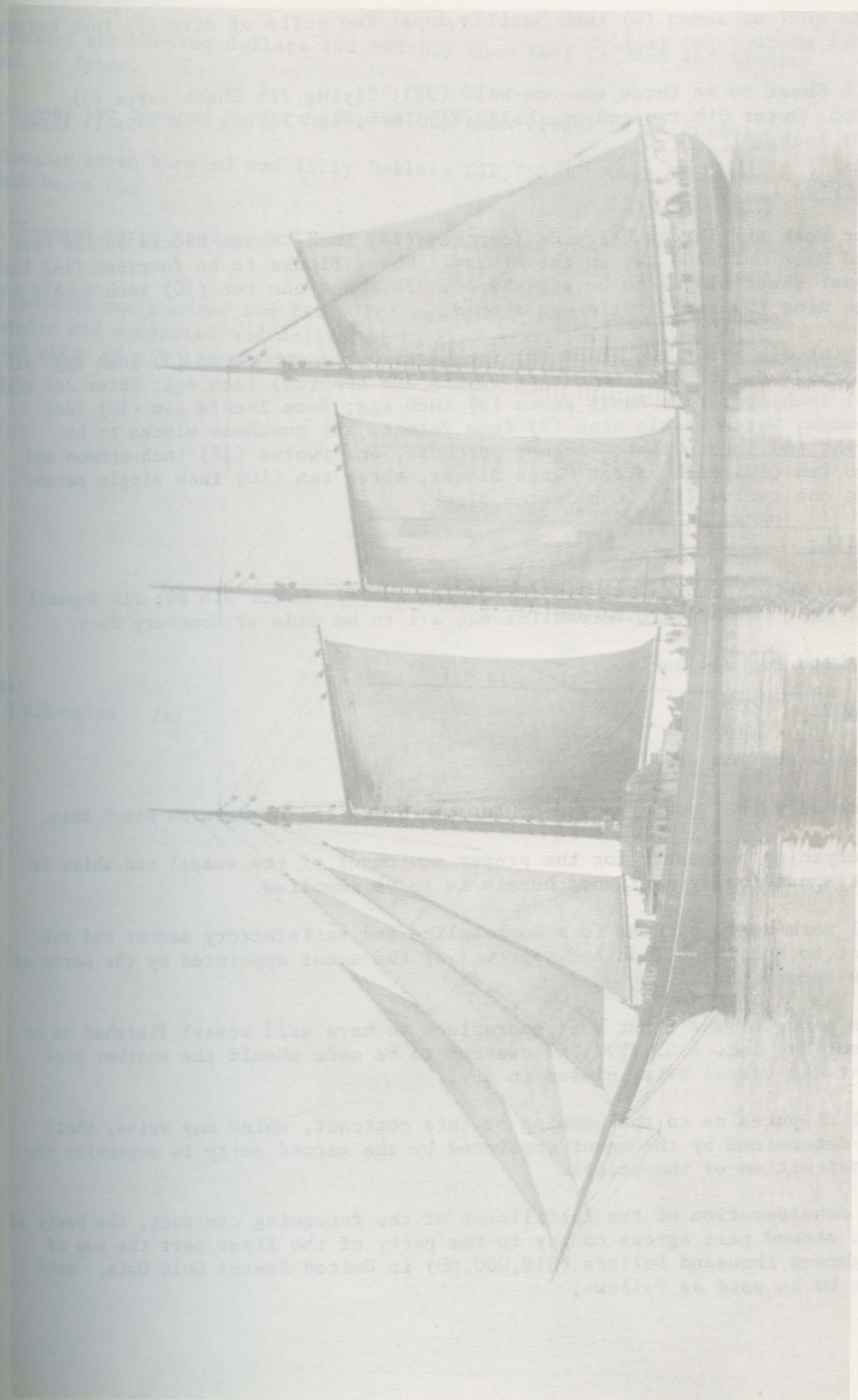
RIGGING:

Main and Mizzen to have three Shrouds; the Fore four Shrouds, all of three and three-quarter ($3\frac{3}{4}$) inch wire. Spring stays three and three-quarter ($3\frac{3}{4}$) inch; Fore Stay, one double, three and three-quarter ($3\frac{3}{4}$) inch; Back Stay three (3) inch; Jib Stay double, three (3) inch; Flying Jib Stay three inch; Outer Jib two and three-quarter ($2\frac{3}{4}$) inch; Jib Guys three and one-half ($3\frac{1}{2}$) inch; Flying Jib Guys three (3) inch.

All deadeyes to be double the size of the rigging; lanyards same size as the rigging. Bob Stay to be one and one-eighth ($1\frac{1}{8}$) inch chain. Twelve (12) boom pendants. Spanker lift to be three (3) inch wide and to be served all over. Fore and Main lift to be two and one-half ($2\frac{1}{2}$) inches. Straps on booms to be three (3) inches, with seven-eighth ($\frac{7}{8}$) galvanized rings. Pendants for halyard hooks to be two and one-half ($2\frac{1}{2}$) inches. Foot ropes to be two (2) inch and wooded ratlines.

RUNNING RIGGING:

Peak and Throat Halyards to be three and one-half ($3\frac{1}{2}$) inch; Sheets three and three-quarter ($3\frac{3}{4}$) inch; Jib Halyards three and one-quarter ($3\frac{1}{4}$) inch; Flying Jib three (3) inch; Outer Jib two and one-half ($2\frac{1}{2}$) inch; Jib Topsail two and one-half ($2\frac{1}{2}$) inch. All purchases to be two and one-half ($2\frac{1}{2}$) inch; Runner two and one-half ($2\frac{1}{2}$) inch; Watch Tackles two and one-half ($2\frac{1}{2}$) inch; Down Hauls two and one-half ($2\frac{1}{2}$) inch and all other ropes to suit.



One coil of seven (7) inch Manilla Rope; Two coils of five (5) inch and one coil of four (4) inch.

Jib Sheet to be three and one-half ($3\frac{1}{2}$); Flying Jib Sheet three (3) inch; Outer Jib two and one-half ($2\frac{1}{2}$) inch; and Flying Jib Topsail three (3) inch.

BLOCKS:

For Peak and Throat Halyards fourteen (14) inch, three blocks on the Fore and Main Gaff and two on the Mizzen. Sheet Blocks to be fourteen (14) inch, lower sheet blocks to be egg-shaped. Jib sheet one ten (10) inch double and two nine (9) inch single egg-shaped.

Flying Jib Sheet two eight (8) inch egg; Outer Jib seven (7) inch egg; Jib Halyards twelve (12) inch egg; Flying Jib ten (10) inch egg; Outer Jib eight (8) inch egg; Down Hauls seven (7) inch egg; Boom Tackle ten (10) inch common; Watch Tackle nine (9) inch Patent; all purchase blocks to be eight (8) inch patent; Anchor purchase, one twelve (12) inch common and two ten (10) inch Patent Cargo Blocks, three ten (10) inch single patent and one twelve (12) inch Snatch Block.

SAILS:

Fore, Main, Spanker and Jib #1; Flying Jib #2; Outer Jib #4; Jib Topsail #6; Mast Collars #1; Tarpaulins #2; all to be made of Woodbury duck.

Gaskets for all sails.

FLAGS:

Ensign and Burgee.

Name of vessel to be carved on Bow and Stern and numbers on Hatch Beam.

Everything necessary for the proper equipment of the vessel and which is not specifically mentioned herein is to be supplied.

All work is to be done in a workmanlike and satisfactory manner and subject to the inspection and approval of the agent appointed by the party of the second part.

The party of the first part guarantees to have said vessel finished on or about May 1st. A.D. 1893, allowances to be made should the weather prevent the vessel being closed in dry.

All disputes as to the meaning of this contract, which may arise, shall be determined by the agent appointed by the second party to supervise the construction of the vessel.

In consideration of the fulfillment of the foregoing contract, the party of the second part agrees to pay to the party of the first part the sum of Eighteen thousand Dollars (\$18,000.00) in United States Gold Coin, said sum to be paid as follows;

One thousand six hundred dollars (\$1,600.00) when Keel is laid and timbers in yard for frame.

Two thousand two hundred Dollars (\$2,200.00) when vessel is in frame;

Two thousand seven hundred and fifty Dollars (\$2,750.00) when ceiled and deck beams in;

Three thousand three hundred Dollars (\$3,300.00 when planked and deck laid;

Eight thousand one hundred and fifty Dollars (\$8,150.00) when the vessel is launched and completed and delivered in the waters of Humbolt Bay, free and clear of all incumbrances.

Party of the First Part

Peter Matthews /s/

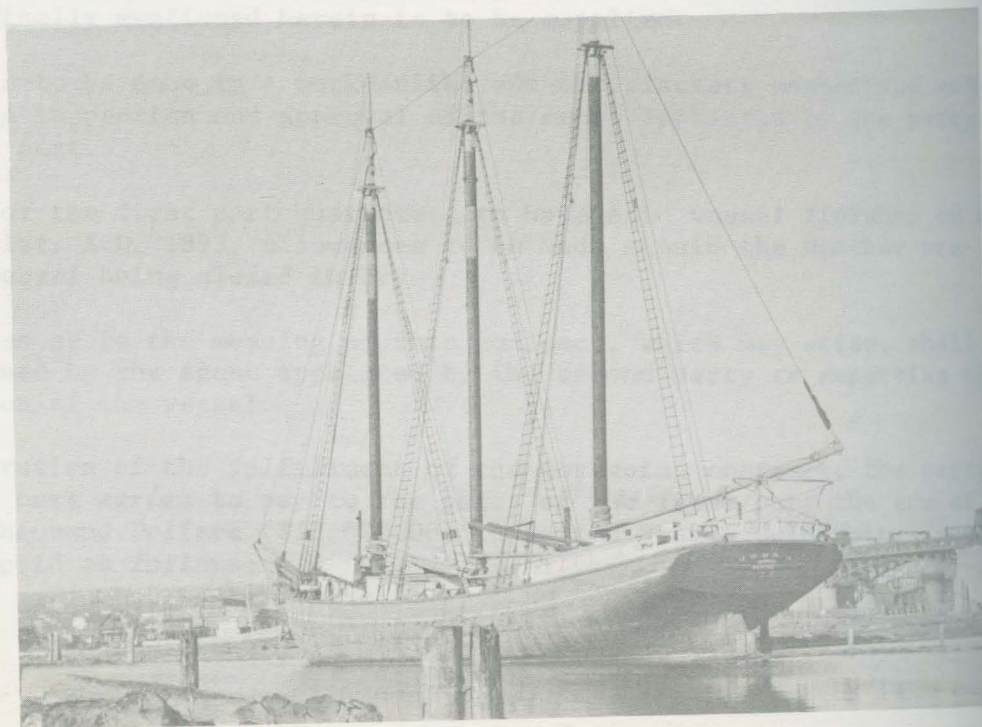
Pacific Lumber Co. /s/

Party of the Second Part

By J.A.Sinclair /s/

Witness:

G.C.Douglas /s/



1049 77093

Cat. No. 505.

Return to Commissioner of Navigation,
Treasury Department.

APPLICATION OF OWNER OR MASTER TO COLLECTOR OF CUSTOMS FOR OFFICIAL NUMBER.

Eureka Cal June 7th 1893

Sir:

Application is hereby made, in accordance with regulations of the U. S. Treasury Department established in pursuance of Section 4177, Revised Statutes, for an Official Number and Signal Letters for my vessel as herein described:

Reg, Schooner
Name,* John A.

(Side-wheel, stern-wheel, or screw, if a steam-vessel.)

Tonnage (in tons and hundredths): gross, 282.44; net, 268.32

Horse-power† (if a steam-vessel): nominal, ; indicated,

Home port, and customs district where owned,

San Francisco Cal

Name of managing owner, or principal owners,

George L Sweet San Francisco

Sea-going vessel, or not, Sailing

Where built (place and State), Eureka Cal

When built, 1893

Number of decks, one ; Number of masts, three

Dimensions: Length, 140.6 ; breadth, 32 ; depth, 9.8

Material of which built (wood, iron, or steel), Wood

Document now sailing under: † new ; No ; where issued, ; when issued,

Respectfully yours,

To the Collector of Customs.

Peter Matthews

Custom-House,

Eureka Cal
June 7th 1893.

Sir:

I transmit herewith the application for assignment of Official Number and Signal Letters for the vessel described above.

Respectfully yours,

C. P. Roberts

To the Commissioner of Navigation.

Collector of Customs.

Upper: JOHN A and MAID OF ORLEANS moored at thre West Seattle ferry landing, West Seattle side, circa 1915

Lower: JOHN A moored near the Ballard Bridge, circa 1938

This Certificate will be made out and signed in duplicate by the Inspector: one copy to be addressed to the Collector of the Port, and the other to the Bureau of Navigation, Treasury Department, Washington, D. C., and both to be delivered to the Collector. The copy intended for the Bureau of Navigation must be forwarded by the Collector at once.

(Cat. No. 897.)

Inspector's Certificate of Official Number, Tonnage, &c.

(Under Sections 4153, 4177, 4178, 4312, and 4331, Revised Statutes, and Act June 23, 1874.)

Customs District of HUMBOLDT.

Part of GUAYMAS, Guala
June 26th 1893

Sir:

I hereby certify that I have personally inspected the following-described merchant-vessel of the United States, and have found that she has her Official Number, to wit: No. 77093, and her net tonnage, to wit: 268.32, duly carved or otherwise permanently marked on her main beam; also that she has her name and hailing port painted on her stern in* white letters, not less than three inches in length, on a black ground.

1. Rig or class, Schooner Paddle or screw, if a steam-vessel, _____
2. Name of vessel, in full, John A
3. Tonnage, (in tons and hundredths,) net, 268.32; gross, 282.44
4. Horse-power, if a steam-vessel, _____
5. Home-port and customs district where owned, San Francisco
6. Name of managing owner or principal owners, George L. Swift
7. Master's name, W. A. Wellquist
8. Port of temporary registry, enrollment, or license, Guaymas Guala
9. Official number and signal letters, 77093 — U. S. R. P.
10. Sea-going vessel or not, Drugging
11. Where built, Guaymas Guala
12. Year when built, 1893

Respectfully yours,

G. P. Roberts

Inspector of Customs.
Collector

To the Bureau of Navigation
Treasury Department
Washington
D. C.

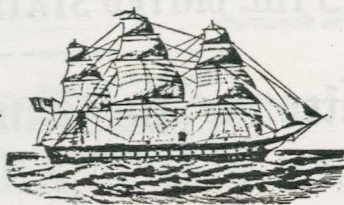
*State whether letters are white, yellow, or gilt.

Certificate No. **12**

Permanent

THE UNITED STATES OF AMERICA.

Sec. 4319, Rev. Stats.



Catalogue No. 538.

OFFICIAL NUMBER.

REGULAR LETTERS

77093 KLRD

CERTIFICATE OF ENROLLMENT.

ENROLLMENT. In conformity to Title L, "REGULATION OF VESSELS IN DOMESTIC COMMERCE," of the Revised Statutes of the United States,

George L. Swett of San Francisco State of California
 having taken and subscribed the Oath required by law, and having sworn that he is
 comes together with Walter L. Davenport 1/16 W B Page 1/32 Allen
Abner 1/32 James Tyson 1/32 E L Allen 1/32 all of said place, The
Pacific Lumber Co. (Incorporated) of Scotia 1/32 J A Sinclair 1/32 J L
Smith of said place 1/32 M A Hellequist of Oakland 1/32 Chas
Nelson of Seminary Park 1/32 Let Kinsky of Eureka 1/32 C P Soule of
 said place 1/32 all of said State are

ship or vessel called the John H M A Hellequist citizens of the United States, and sole owner of the
M A Hellequist of San Francisco, whereof
M A Hellequist is at present Master, and is a citizen of the
 United States, and that the said ship or vessel was built at Eureka Calif
 in the year 1893, as appears by Supplemental Enrollment No 14
issued at the port of Eureka Calif June 27 1893 Non-pension
divided new owner in part from Port
and said Enrollment

having certified that the said ship or
 vessel has one deck and three masts, and that
 her length is 131 feet,
 her breadth, 32 feet,
 her depth, 9 feet,
 her height, 12 feet,
 that she measures Two hundred sixty eight and 32 tons, viz:

	Tons	100ths
Capacity under tonnage deck	238	32
Capacity between decks above tonnage deck		
Capacity of inclosures on the upper deck, viz:	44	12
Gross Tonnage	282	44
Deductions under Section 4153, Revised Statutes, as amended by Act of August 5, 1882	14	12
Net Tonnage	268	32

that the following described spaces, and no others, have been omitted, viz:

and that she is as Schooner, has a Billar head
 and a Elliptic stern, and

sufficient security
 having been given according to the said Title, the said SHIP or VESSEL has been duly ENROLLED at the port
 of San Francisco

Given under my hand and seal at the Port of San Francisco

in the District of San Francisco

this 10th day of

July, in the year one thousand eight hundred and thirty three

W D Hamilton

Deputy Naval Officer.

Shutdare

Deputy Collector of Customs.

*Insert here the name of the person, with his occupation and place of abode, by whom the oath or affirmation is to be made.
 *If more than one owner, insert the word "jointly with," and the name or names, occupation or occupations, place or places of abode of the owner or owners, and the part or proportion of vessel belonging to each owner.
 *Insert here the particular kind of vessel, whether ship, brigantine, sloop, schooner, ship, or whatever else.
 *In every original Enrollment insert the following: "the said vessel having agreed to the description and measurement above specified, and."

License No.
5

Insert "Permanent" or "Temporary"
TEMPORARY

OFFICIAL NUMBER
NUMERALS
LETTERS
77093 KLRD

THE UNITED STATES OF AMERICA

License for Enrolled Vessel

(SECTION 4321, REVISED STATUTES)

License for carrying on the

Coasting Trade

In Pursuance of Title L, "Regulation of Vessels in Domestic Commerce," of the Revised Statutes of the United States, *John Gratto, Owner and Master*

Schooner called the *John A.* agreeing that the
whereof the said *John Gratto* is Master, burden *Two hundred*
eighty two tons gross, *Two hundred*
thirty five tons net, as appears by her enrollment, issued
at *San Diego Cal.*, numbered *7*, and
dated **FEB 20 1911**, 19, shall not be employed in any trade, while this License shall

continue in force, whereby the Revenue of the UNITED STATES shall be defrauded; and said master
having also *sworn* that this License shall not be used for any other vessel,

or for any other employment than is herein specified, LICENSE IS HEREBY GRANTED for the

said *Schooner*, called the *John A.*
of *Seattle Washington*, to be employed in carrying on
the *Coasting Trade* for ONE YEAR from the date hereof, and no longer.

Given under my hand and seal at the port of *SAN DIEGO, CAL.*, in the

District of *SAN DIEGO, CAL.*, this *20th* day
of *February*, in the year one thousand nine hundred
and eleven *1911*

Naval Officer

C. Sprigg
SPECIAL DEPUTY COLLECTOR of Customs.

- 1. Insert word "permanent" or "temporary," as the case may be.
- 2. Insert "Coasting trade," "Whale fishery," "Manu-"
- 3. Insert the name of the husband or managing owner.
- 4. Insert number of tons in words.
- 5. Insert "sworn" or "affirmed," as the case may be.
- 6. Insert the description of the vessel.
- 7. Number original licenses without regard to the number.



CONSOLIDATED CERTIFICATE OF ENROLLMENT AND LICENSE

Rebuilt at _____ in 1 _____ Measured at _____ 1 _____
remeasured at _____ 1 _____ Approximate number of crew, 5

Certificate No.
<u>7</u>

Insert "Permanent" or "Temporary"
TEMPORARY

THE UNITED STATES OF AMERICA

OFFICIAL NUMBER	
NUMERALS	LETTERS
<u>77093</u>	<u>K.L.R.D</u>

Certificate of Enrollment

(SECTION 4319, REV. STATS., AND ACT OF APRIL 24, 1908)

In Conformity to Title L, "Regulation of Vessels in Domestic Commerce," of the Revised Statutes of the United States

John Grotter of Seattle Washington, Owner and Master
having taken and subscribed the oath required by law, and having sworn that
he is a _____

United States, and the sole owner of the vessel called the "John A", citizen of the
of Seattle Washington, whereof John Grotter, a citizen of the
United States, is master, and that the said vessel was built in the year 1893, at Eureka Cal.
of wood, as appears by P.R. No 15 issued at San Diego Cal June
11 1910 Now Surrendered, Change Owners and Home Port
and Said Register having certified that the said vessel is a Schooner
that she has one deck, three masts, hull head,
Elliptic stern; that her length is 131 7/10 feet, her breadth 32 feet, her depth 9 8/10
feet, her height _____ feet; that she measures as follows:

Capacity under tonnage deck _____

Capacity between decks above tonnage deck _____

Capacity of inclosures on the upper deck, viz: _____

Gross Tonnage _____

"Deductions under Section 4153, Revised Statutes, as amended by Act of March 2, 1895:

Crew space, 1167; Master's cabin, 22.74;
Steering gear, _____; Anchor gear, 3.12; Boatwain's stores, 0.35;
Chart house, _____; Donkey engine and boiler, _____;
Storage of sails, 705; Propelling power, _____;

Total Deductions _____

Net Tonnage _____

TONS.	100ths.
<u>238</u>	<u>32</u>
<u>44</u>	<u>12</u>
<u>282</u>	
<u>47</u>	
<u>235</u>	

that the following-described spaces, and no others, have been omitted, viz: _____

_____, and "
said Vessel has been duly Enrolled at the Port of SAN DIEGO. CAL

GIVEN under my hand and seal at the Port of SAN DIEGO. CAL in the District
of SAN DIEGO. CAL this 20 day of February
in the year one thousand nine hundred and eleven (1911)

At _____

Notal Officer _____

C. S. Sprigg
SPECIAL AGENT IN CHARGE of Customs.

1 Insert word "Permanent" or "Temporary," as the case may be.

2 Insert name and address of the person who swore or affirmed.

3 Insert "owner" or "affirmed," as the case may be.

4 If there be only one owner, insert "he" or "she;" if more than one, insert "they" or "she;" if the vessel is owned by a corporation, insert "it."

5 If incorporated company be sole owner, strike out words "citizen of the."

6 See Regulations regarding the documentation of different classes of vessels.

7 Material of which built, as "wood," "iron," "steel," and "composite."

8 Describe previous document, etc.

9 "Said register," "said enrollment," or "said license." In every original enrollment cite

10 Date of measure of vessel.

11 Tonnage to be made only as authorized by law.

12 Any original enrollment insert the words "The said _____ having agreed

13 Reproduction and measurement above specified."

CONSOLIDATED CERTIFICATE OF ENROLLMENT AND LICENSE

Rebuilt at _____ in 1 _____ Measured at _____ 1 _____
remeasured at _____ 1 _____ Approximate number of crew, 5 _____

Certificate No.

102

Insert "Permanent" or "Temporary."
Permanent

OFFICIAL NUMBER

NUMERALS

LETTERS

77093

X L R D

THE UNITED STATES OF AMERICA

Certificate of Enrollment

(SECTION 4219, REV. STATS., AND ACT OF APRIL 24, 1908)

In Conformity to Title L, "Regulation of Vessels in Domestic Commerce," of the Revised Statutes of the United States

E. Janson, of Seattle, Wash., President,
having taken and subscribed the oath required by law, and having sworn that
the Pacific Coast Codfish Company, incorporated under the laws of the State of
Washington, is

United States, and the sole owner of the vessel called the JOHN A.
of Seattle, whereof John Grotle, a citizen of the
United States, is master, and that the said vessel was built in the year 1893, at Eureka, Cal.,
of wood, as appears by T.E.#7 issued at San Diego, Cal., February 20/11;
surrendered, vessel home and property changed;
and said enrollment having certified that the said vessel is a Schooner
; that she has one deck, three masts, billet head,
elliptic stern; that her length is 131.1 feet, her breadth 32 feet, her depth 9.8
feet, her height _____ feet; that she measures as follows:

Capacity under tonnage deck _____
Capacity between decks above tonnage deck _____
Capacity of inclosures on the upper deck, viz: _____

Gross Tonnage

"Deductions under Section 4153, Revised Statutes, as amended by Act of March 2, 1895:

Crew space, 11.67; Master's cabin, 22.74;
Steering gear, _____; Anchor gear, 3.19; Boatwain's stores, 2.55;
Chart house, _____; Donkey engine and boiler, _____;
Storage of sails, 7.05; Propelling power, _____;

Total Deductions

Net Tonnage

TONS.	100ths
258	32
44	12
282	
47	
235	

that the following-described spaces, and no others, have been omitted, viz: _____
and "

said Vessel has been duly Enrolled at the Port of Port Townsend, Wash.

GIVEN under my hand and seal at the Port of Port Townsend, in the District
of Puget Sound, this 30th day of March
in the year one thousand nine hundred and eleven.

Do

Naval Officer.

Lehas Miller

Deputy Collector of Customs.

1 Insert word "Permanent" or "Temporary," as the case may be.
2 Insert name and address of the one who swore or affirmed.
3 Insert "sworn" or "affirmed," as the case may be.
4 If there be only one owner, insert "he" or "she." If more than one owner, add word "owing"
after "he" or "she," the part owned, then insert names of other owners, their shares and addresses.
5 If incorporated company be sole owner, strike out words "citizen of the United States and."
6 See Regulations regarding the documentation of different classes of vessels.

7 State material of which built, as "wood," "iron," "steel," and "non-ferrous."
8 Here describe previous document, etc.
9 Insert "said register," "said enrollment," or "said license." In every original enrollment also
name and title of owner of vessel.
10 Deductions to be made only as authorized by law.
11 In every original enrollment insert the words "the said" having agreed
to the description and measurement above specified."

License No.
100

Insert "Permanent" or "Temporary."
Permanent

OFFICIAL NUMBER	
NUMERALS	LETTERS
77093	KLRD

THE UNITED STATES OF AMERICA

License for Enrolled Vessel

(SECTION 4821, REVISED STATUTES)

License for carrying on the COASTING TRADE

In Pursuance of Title L, "Regulation of Vessels in Domestic Commerce," of the Revised Statutes of the United States, John Grotle, of Seattle, Wash., master,

agreeing that the

Schooner called the J O H N A.

whereof the said John Grotle is Master, burden⁴

****~***** 282 ****~***** tons gross,

***** 235 ***** tons net, as appears by her enrollment, issued

at Port Townsend, Wash., numbered 102, and

dated March 30, 1901, shall not be employed in any trade, while this License shall

continue in force, whereby the Revenue of the UNITED STATES shall be defrauded; and said master

having also⁵ sworn that this License shall not be used for any other vessel,

or for any other employment than is herein specified, LICENSE IS HEREBY GRANTED for the

said⁶ Schooner, called the J O H N A.

of Seattle, to be employed in carrying on

the Coasting Trade for ONE YEAR from the date hereof, and no longer.

Given under my hand and seal at the port of Port Townsend, in the

District of Puget Sound, this 30th day

of March, in the year one thousand nine hundred

and eleven.

No
Naval Officer.

Lehas Miller
Deputy Collector Customs.

¹ Insert word "permanent" or "temporary," as the case may be.

² Insert "(Fishing trade," "Whale fishery," "Mackerel fishery," or "Cod fishery," as the case may be.

³ Insert the name of the husband or managing owner, with his occupation and place of abode, and the name of the master, with the place of his abode.

⁴ Insert number of tons in words.

⁵ Insert "sworn" or "affirmed," as the case may be.

⁶ Insert the description of the vessel.

⁷ Number original licenses without regard to the numbers of renewals.

Schooner CHARLES R. WILSON

The three mast bald head schooner CHARLES R WILSON was built by Hans Bendixson at Eureka California in 1891. She was 150 feet long, 35.0 feet breadth, and 11.1 feet depth. She was listed as 345.38 tons gross and 328.12 tons net. Who she was named for I do not know. She was constructed for the transportation of lumber from the mills of Oregon and Washington to the lumber hungry cities of California. She was of a particular design typical of many in this trade in that it was never necessary to carry ballast when employed in this lumber trade on the west coast of the U.S. Occasionally ballast was desirable when making long off shore trips to the far distant islands of the South Seas. In other words these vessels were stable when fully loaded and also when empty. As noted above when engaged in the distant trade to the South Seas they would sail better on the homeward portion of the voyage when a return cargo was not available, if the captain did place some ballast in the hold. The same might have been the case when sailing along the coast but with the short trip, these vessels did perform good enough that the return could be made without having to go to the added expense of loading and later discharging the non profit ballast.

She was purchased by the Pacific Coast Codfish Co in the fall of 1912 at the age of 21 years. Capt. Grotle, one of the stockholders of the company and the captain of the schooner JOHN A, had returned from Bering Sea with a full cargo of salt cod. The market being good, the stockholders authorized the purchase of a second vessel and sent the captain to southern California to see what vessels were available. She was purchased with the Consolidated Certificate of Enrollment and License being issued in Los Angeles on the 7th. of November 1912. He then took command and sailed to San Francisco where 500 tons of salt were loaded for the 1913 season needs of both the CHARLES R. WILSON and the JOHN A.

Captain Grotle moved from the JOHN A to the newer acquisition, this being a larger and more preferred vessel for fishing and he was on her for the next several years. She fished the Bering Sea cod banks most of the years from then until the late 1920's when she was placed in lay up. However, she did miss several cod seasons. In 1920 she was chartered out to the Bering Sea Packing Co to provide the base for a salt salmon operation at Naknek Alaska. She returned to San Francisco in August of that year with a load of 1000 barrels of salt salmon. She then loaded lumber, case oil, white lead, and tires for a voyage to Nukualofa. She then returned in ballast to Puget Sound and fished regularly until 1930.

On the trip to Nukualofa, when leaving the harbor, the crew was in poor condition for duty and not too sharp. The day following departure, Oscar Franson told me the cook refused to make breakfast. There was a terrific storm and the vessel was not under control. The cook claimed the vessel was about to be cast on the coral reef and the entire crew drowned, hence there was no need for him to set up the meal. As it happened the vessel drifted inside the reef and was thus saved along with the crew. Captain Grotle was not on the vessel during this trip.

Father stated that after the codfish company found itself in a depressed market in 1914, occasioned by the outbreak of war in Europe, he took a three month selling trip all over the United States. One of the contacts he made was with a Mr. Beardsley in New Jersey for the supply of codfish for a five year period. Beardsley made shredded codfish, using a mixture of Atlantic and Pacific codfish. The Atlantic fish was too coarse and too stringy by itself.

It would appear that by the fall of 1918 this contract had been fulfilled and the CHARLES R. WILSON was not needed for codfishing but could be used for more profitable work freighting offshore. I have heard that this was done but do not have specific evidence in the form of news items or otherwise.

In 1922 she returned to the Bering Sea codfish banks and continued until 1926.

In the spring of 1928 Father purchased the vessel from the Pacific Coast Codfish Co and sent her north under the able command of Capt. J.J. Kelly. The fish cargo was delivered to the plant of the Robinson Fisheries Co in Anacortes and the remainder to the P.C.C.Co. plant in Poulsbo.

In the fall of 1928 the three mast schooner MAWEEMA, a near sister ship to the CHARLES R. WILSON and at that time owned by the Alaska Codfish Co of San Francisco and under the command of Capt. Bob Firth was wrecked on St. George Island in Bering Sea. I believe that their plant was in Redwood City, in the southern portion of San Francisco Bay.

The following winter Father entered into a contract with the Alaska Codfish Co to deliver two cargoes of salt codfish to their plant, that of the CHARLES R. WILSON and the SOPHIE CHRISTENSON. The former was commanded by Capt. J.J. Kelly, and the latter by Capt. Bob Firth who had lost the MAWEEMA the previous summer.

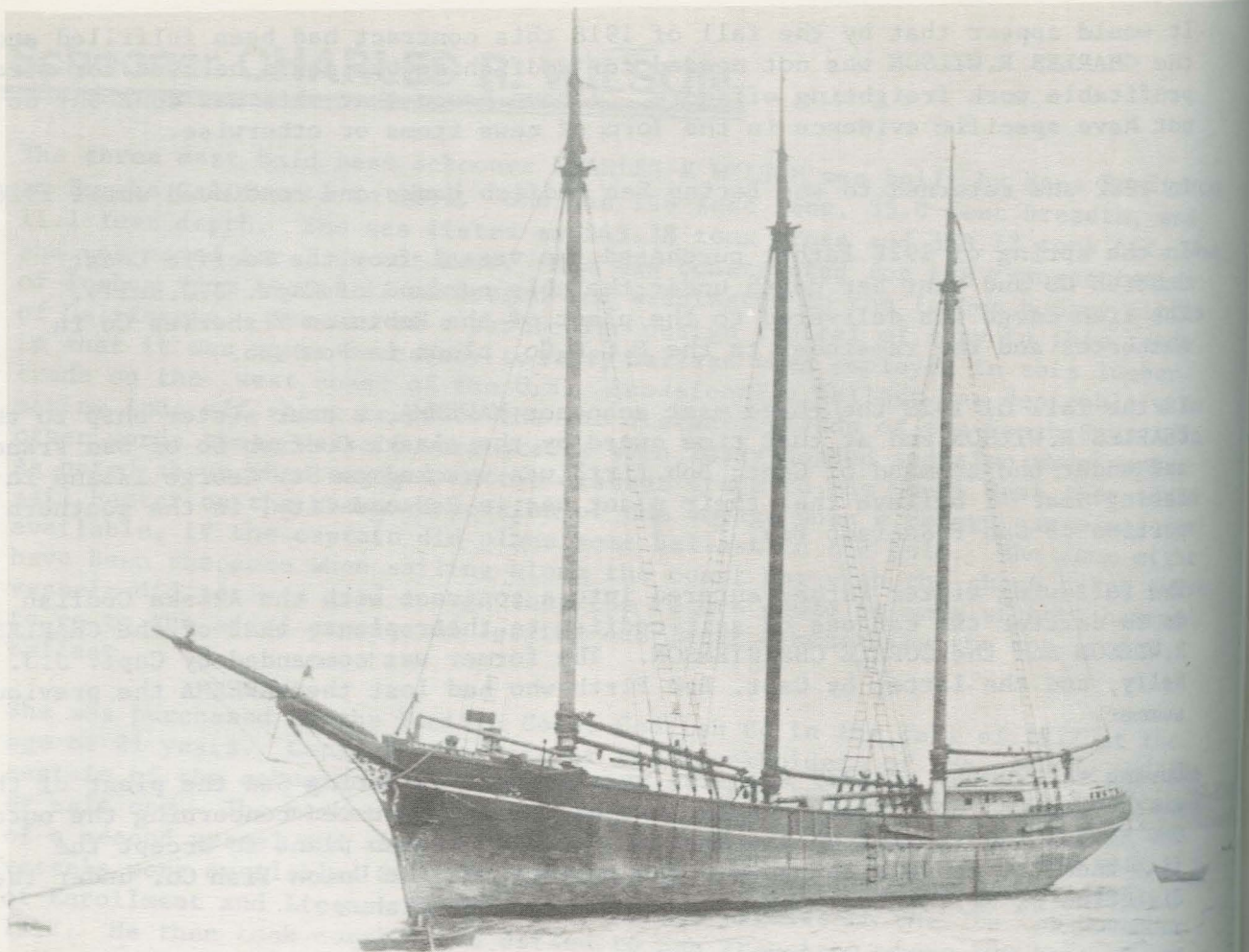
During the summer of 1929 when the vessels were in Bering Sea the plant of the Alaska Codfish Co burned. Father was exceedingly worried concerning the outcome for he had two vessels on the Bering Sea banks and no plant to accept the fish when the vessels returned. The outcome was the Union Fish Co. under the direction of Mr. Charles Cocks agreed to take the fish.

The next year, the winter of 1929/30 Father made a contract with Charles Cocks for two trips of salt codfish from the same two vessels and the fish were in due time caught and delivered to the Union Fish Co plant in Tiburon.

During the winter of 1928/29 Father had made considerable preparation for the coming season. New dories were purchased and wells made to accept the outboard motors that were then being used for the first time. In 1928 there were a mixture of dories some with motors and some without. A major change was made in the after cabin. All the small schooners built by Bendixson and Matthews had a trunk cabin with a walkway along each side at half height between the main deck and the top of the after cabin house. With the large crews in the codfishery, the aft house rooms were set up with two bunks just off the deck level and thwartships and with a third bunk fore and aft above the previous ones and about on a level with the walkway deck. This bunk was not too bad but the other two required the man to crawl on his hands and knees to get into his bunk. Father thought this was not good enough for his vessels and that with better quarters he could attract a better crew, or grade of men in the after guard. These men being the mates, salter, splitter, and captain were the men that governed the operation of the ship. So, Father had the cabin extended out to the side of the ship, full height, and the inside rooms accordingly made much more habitable. Whether or not this produced better men is subject to debate. The summer I spent in the vessel, 1938 after the modifications were made, the quarters were adequate.

The CHARLES R. WILSON made three trips to Bering Sea codfish banks under the command of Capt. Kelly. After that she was laid up in Lake Union upon her return from San Francisco after delivery of the 1930 trip.

Andy Shields made two trips on the CHARLES R. WILSON the first in 1928 as a dory fisherman in the fore's'le and the last as mate in 1930. I remember when she



returned in 1928 to Anacortes, Father and I went there in the morning and waited all day for the tug to bring her in. Finally she showed up off the point where Guemes Channel joins Rosario Strait and soon was tied up to the codfish plant. Then there was a long wait for me, for Father set up a desk in a corner of Robinson's plant office where each man in the crew could come and make a draw on his summer's pay. This took a long time for a crew of over thirty men to chat for a while and decide what each one needed in the form of money. It was late when we got back home in Seattle.

As stated above, the vessel was laid up for several years in Lake Union. The next voyage for the somewhat aging vessel occurred in the spring of 1933. Father was in Bering Sea for his first time on the SOPHIE CHRISTENSON. Andy Shields undertook a contract with the San Juan Fish Co of Seattle to catch and salt cure a cargo of herring in Dutch Harbor/ Unalaska. He got a late start and therefore was not in Unalaska as early in the fish run as he should have been. Nevertheless he did secure a favorable catch.

In 1936 the CHARLES R. WILSON was chartered to the Washington Fish and Oyster Co of Seattle to take supplies north and bring salmon south. This was a bare boat charter, that is, Washington Fish Co. took the vessel and treated her as though she were their own. She was under the command of Capt. John Neilson, a man who had at one time fished codfish from dories on the MAID OF ORLEANS owned by the Pacific Coast Codfish Co.

The Washington Fish and Oyster Co. had a salmon canning plant at Port William on Shuyak Island, Alaska. It was named after William (Bill) Jenson, president of the firm. For the voyage north they had many of the cannery hands on board, in fact so many that they either slept two to the bunk in the fore's'le or took turns in the bunk. They towed out of Seattle by the CLIPPER, a fishing vessel of about 75 feet length and owned by John Smeland of Poulsbo. The CLIPPER continued ahead of the schooner as they proceeded west across the North Pacific Ocean, but as she had only 180 HP, John Neilson decided to assist with the sails. The original plan was for the WILSON to sail north under her own control and therefore Father had furnished a full set of sails to the charter party.

CLIPPER was to accompany the schooner rather than to tow her all the way. Anyway, one evening they had a good fair wind and with the sails up, the WILSON was sailing almost as fast as the CLIPPER could go alone. John Smeland decided this was too dangerous, especially with darkness coming on. He was afraid of "getting in irons", ie, the schooner would sail right up alongside the tow boat with a large loop of tow line in the water. In this condition John might lose control such as to have the schooner sail past the CLIPPER, in which case the CLIPPER might be turned around by the tow line and in the process be overturned. This had happened to other towing vessels in similar circumstances. Another fear of John Smeland was that the schooner might just run him down in the process of overhauling him. Accordingly, he made a signal for the WILSON to let go of the tow line. Nothing happened, why we do not know. Next, he slowly turned and the WILSON had to follow, bringing both vessels up into the wind. This took the wind out of the sails and slowed the speed of both vessels. The crew of the WILSON were up on the bow to take the tow line in as John Smeland said he was letting go. The WILSON took several rolls and the main mast broke in the spring stay band, the stay that runs between the masts near the top. The mast also broke about three feet above the deck and went over board, sails, booms, gaff....ALL, that is, excepting the standing rigging which was attached to the vessel at the rail. Axes were brought out

Schooner CHARLES R. WILSON moored to the West Seattle buoy in Seattle harbor, circa 1920

Schooner CHARLES R. WILSON foreground and schooner C.A. THAYER behind moored at the Poulsbo codfish plant 1952.

and the shrouds were cut but it was quite a chore as the former lanyards had been replaced with steel turnbuckles. The former lanyards were of rope. Now they had to cut the steel wires. In the end all the wreckage was freed and they proceeded without the mast. The other two stood. No one was hurt because they were all forward and out of the way.

The lost mast of the CHARLES R. WILSON was replaced the next winter and she was again chartered out to the Washington Fish and Oyster Co the following season.

By 1938 times were begining to look better, so Father decided that he would send two vessels north, the SOPHIE CHRISTENSON under his command and the CHARLES R. WILSON with Knute (Dempsey) Pearson as captain and with Harry Oosterhuis as navigator. This summer I went on the vessel as salter and Hal Spear as splitter. We had a picked crew of good fishermen.

On the way north one morning, we were sailing along with a good southeast wind and bucking into a heavy southwest swell. Sometime shortly after breakfast the conditions worsened, primarily because of too much wind and sail for the head seas. Harry Oosterhuis was on the poop deck alongside the wheel man instructing him to ease off quick when he saw a large sea coming. One extra large sea did come our way. They saw it all right, but just the same it waltzed right on board between the fore and main rigging. I was inside the cabin with Dempsey where we were watching through the cabin windows, but out of the cold and free from the flying spray. The sea hit hard! The vessel shuddered as at least 200 tons of salt water hit the deck. It was immediately full rail to rail! On the first bounce the sea came down on the main hatch caving it in. Dan McEchern was on deck and caught by the sea and he woke up in the hold on top of the salt. Fortunately the vessel did answer the helm and came up into the wind. She was then stopped dead in the water and in a hove-to condition other than there were too many sails still on her. No more seas came on board or I would not be here now. We had fully 50 tons of water in the hold and no hatch!

It took about two hours before the hatch was secure again. We made new hatch covers from three inch planks and put on two layers, then a canvas cover. We also took in all the sails we could and reefed the rest. No more of that was needed. Dan dislocated his shoulder and after we got into Bering Sea, the Coast Guard took him to the hospital in Unalaska. No bones were broken but he did not fish as hard as previous years.

One alarming event occurred at this time. The water in the hold sloshed around and filled the bilge suction pipe with salt so we could not pump the water out. Therefore we had to pump sea water down the suction pipes to melt out the salt. We could pump for a while and then again have to wash the pipe out. All this time we were working the hand pump also. In fact the hand pump with two men on the handle did a good job, pumping faster than the 1½" power pump. After several hours we got the bilge dry and as the vessel was not making any additional water, we sighed with relief.

That year the WILSON was the first vessel of the codfish fleet to enter Bering Sea, ahead of the WAWONA and SOPHIE CHRISTENSON. We anchored in Dublin Bay for the first try at fishing, set up the deck gear, slung the dories in the davits, and were ready to fish the last day in April. The day we came through Unimak Pass, Capt. Charlie Foss who had been in command on our competitor out of Anacortes, the WAWONA since 1914, died. The mate on the WAWONA, Tom Haugen assumed command and took the vessel into Lost Harbor where the former captain was buried by his shipmates.

and the shrouds were cut but it was quite a chore as the former lanyards had been replaced with steel turnbuckles. The former lanyards were of rope. Now they had to cut the steel wires. In the end all the wreckage was freed and they proceeded without the mast. The other two stood. No one was hurt because they were all forward and out of the way.

The lost mast of the CHARLES R. WILSON was replaced the next winter and she was again chartered out to the Washington Fish and Oyster Co the following season.

By 1938 times were begining to look better, so Father decided that he would send two vessels north, the SOPHIE CHRISTENSON under his command and the CHARLES R. WILSON with Knute (Dempsey) Pearson as captain and with Harry Oosterhuis as navigator. This summer I went on the vessel as salter and Hal Spear as splitter. We had a picked crew of good fishermen.

On the way north one morning, we were sailing along with a good southeast wind and bucking into a heavy southwest swell. Sometime shortly after breakfast the conditions worsened, primarily because of too much wind and sail for the head seas. Harry Oosterhuis was on the poop deck alongside the wheel man instructing him to ease off quick when he saw a large sea coming. One extra large sea did come our way. They saw it all right, but just the same it waltzed right on board between the fore and main rigging. I was inside the cabin with Dempsey where we were watching through the cabin windows, but out of the cold and free from the flying spray. The sea hit hard! The vessel shuddered as at least 200 tons of salt water hit the deck. It was immediately full rail to rail! On the first bounce the sea came down on the main hatch caving it in. Dan McEchern was on deck and caught by the sea and he woke up in the hold on top of the salt. Fortunately the vessel did answer the helm and came up into the wind. She was then stopped dead in the water and in a hove-to condition other than there were too many sails still on her. No more seas came on board or I would not be here now. We had fully 50 tons of water in the hold and no hatch!

It took about two hours before the hatch was secure again. We made new hatch covers from three inch planks and put on two layers, then a canvas cover. We also took in all the sails we could and reefed the rest. No more of that was needed. Dan dislocated his shoulder and after we got into Bering Sea, the Coast Guard took him to the hospital in Unalaska. No bones were broken but he did not fish as hard as previous years.

One alarming event occurred at this time. The water in the hold sloshed around and filled the bilge suction pipe with salt so we could not pump the water out. Therefore we had to pump sea water down the suction pipes to melt out the salt. We could pump for a while and then again have to wash the pipe out. All this time we were working the hand pump also. In fact the hand pump with two men on the handle did a good job, pumping faster than the 1½" power pump. After several hours we got the bilge dry and as the vessel was not making any additional water, we sighed with relief.

That year the WILSON was the first vessel of the codfish fleet to enter Bering Sea, ahead of the WAWONA and SOPHIE CHRISTENSON. We anchored in Dublin Bay for the first try at fishing, set up the deck gear, slung the dories in the davits, and were ready to fish the last day in April. The day we came through Unimak Pass, Capt. Charlie Foss who had been in command on our competitor out of Anacortes, the WAWONA since 1914, died. The mate on the WAWONA, Tom Haugen assumed command and took the vessel into Lost Harbor where the former captain was buried by his shipmates.

The year 1938 was the best fishing I had ever seen in Bering Sea. We caught most of the fish off Port Moller in the month of June. In fact, in June we fished 28 days, two of them only half days. The others were lost because of bad weather. In this time we took 150,000 fish which was over 5000 per day average. That year we wet all the salt, the only time I had seen it done and were heading home by the end of July. This was done with only 14 dories! SOPHIE also had a good year, although we had the pick of the fishermen.

When we finished fishing in 1938 the vessel was as deep in the water as I have ever seen a codfisher. We estimated we had less than 12" of freeboard from the sea to the low point of the deck along the rail. And we then had the prospect of crossing the Pacific Ocean this way. We had very heavy fishing right to the end and as the fish shrink about 50% after the salt is applied plus the weight of the salt that would later become brine, there was a lot of entrapped water that would in time drain into the bilges and be pumped overboard in the next two weeks. As it turned out we had an uneventful crossing with mostly westerly winds of not over 25 knots.

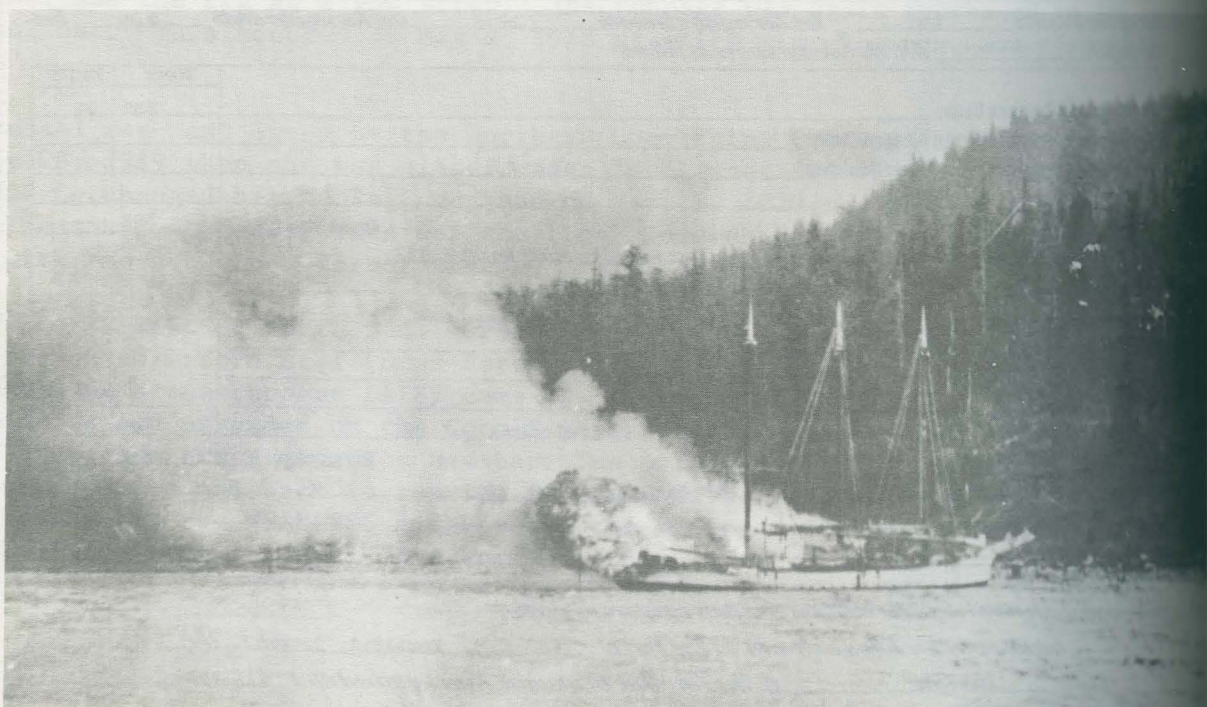
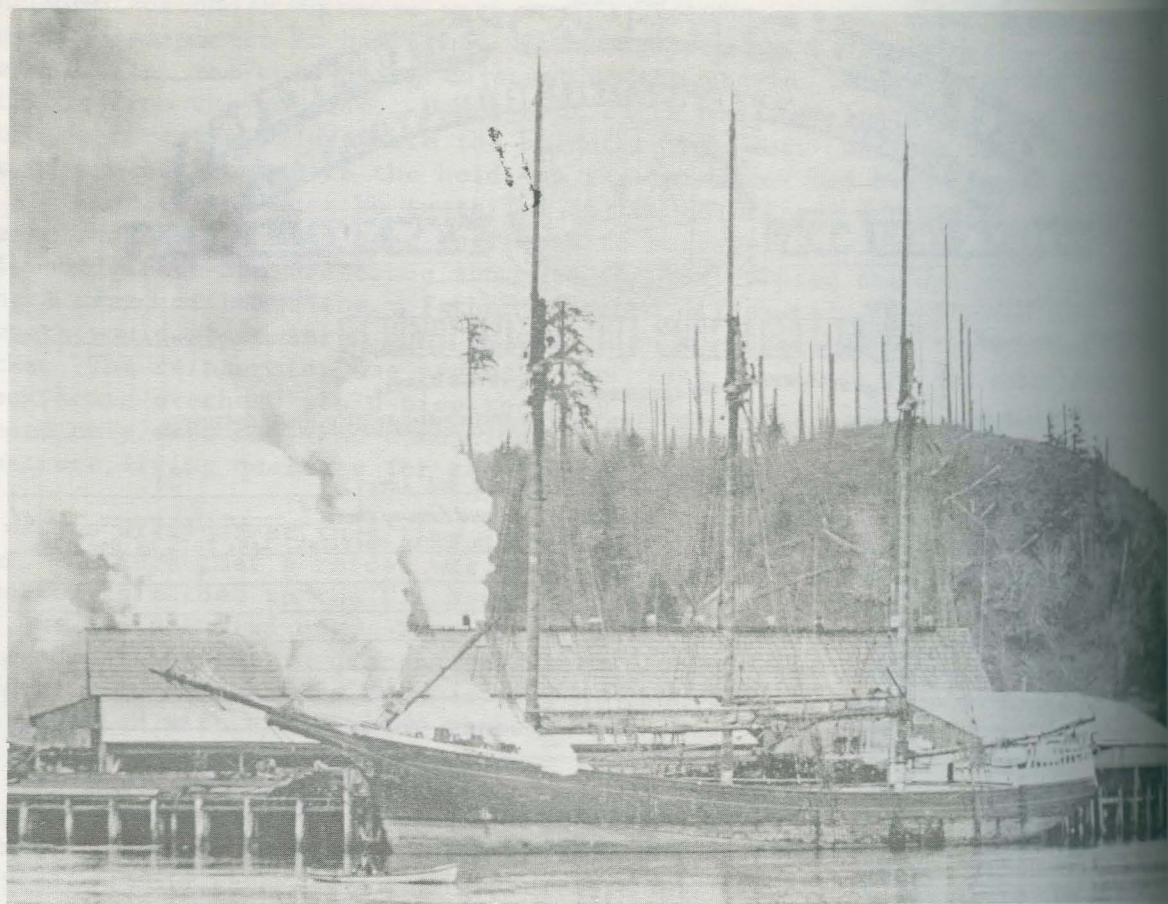
The year 1939, WILSON did not fish but she was called out again in 1940 and 1941 together with Father's flag ship, the "good old SOPHIE." War broke out in Europe in September 1939 and this together with the withdrawal of the Union Fish Co in San Francisco from Bering Sea fishing, produced a good market. The U.S. entered the war when the Japs attacked Pearl Harbor on December 7, 1941. Shortly thereafter, the U.S. Army commandeered the SOPHIE and the laid up JOHN A and C.A. THAYER. From then on the CHARLES R. WILSON was the only vessel we had to fish. The WAWONA was also taken over by the Army.

The WILSON continued to fish each season, 1942, 1944, and 1945 alone. In 1943 Father could not get all the permissions necessary to send the vessel to the cod banks. In fact in 1944 he printed a news letter to the trade when the vessel returned stating it had been necessary to get permission from 24 governmental agencies before the vessel could go. In 1943 the stumbling block was the War Ration Board who gave the food and gasoline ration authorization needed for the trip.

Soon after the war was over the C.A. THAYER was put up for sale in Kirkland. The former owners of all vessels that had been taken over by the Government had the first bid. If this was high enough, the Government accepted without any other competition. Accordingly we got the C.A. THAYER back, without masts, foc's'le, and several other important parts.

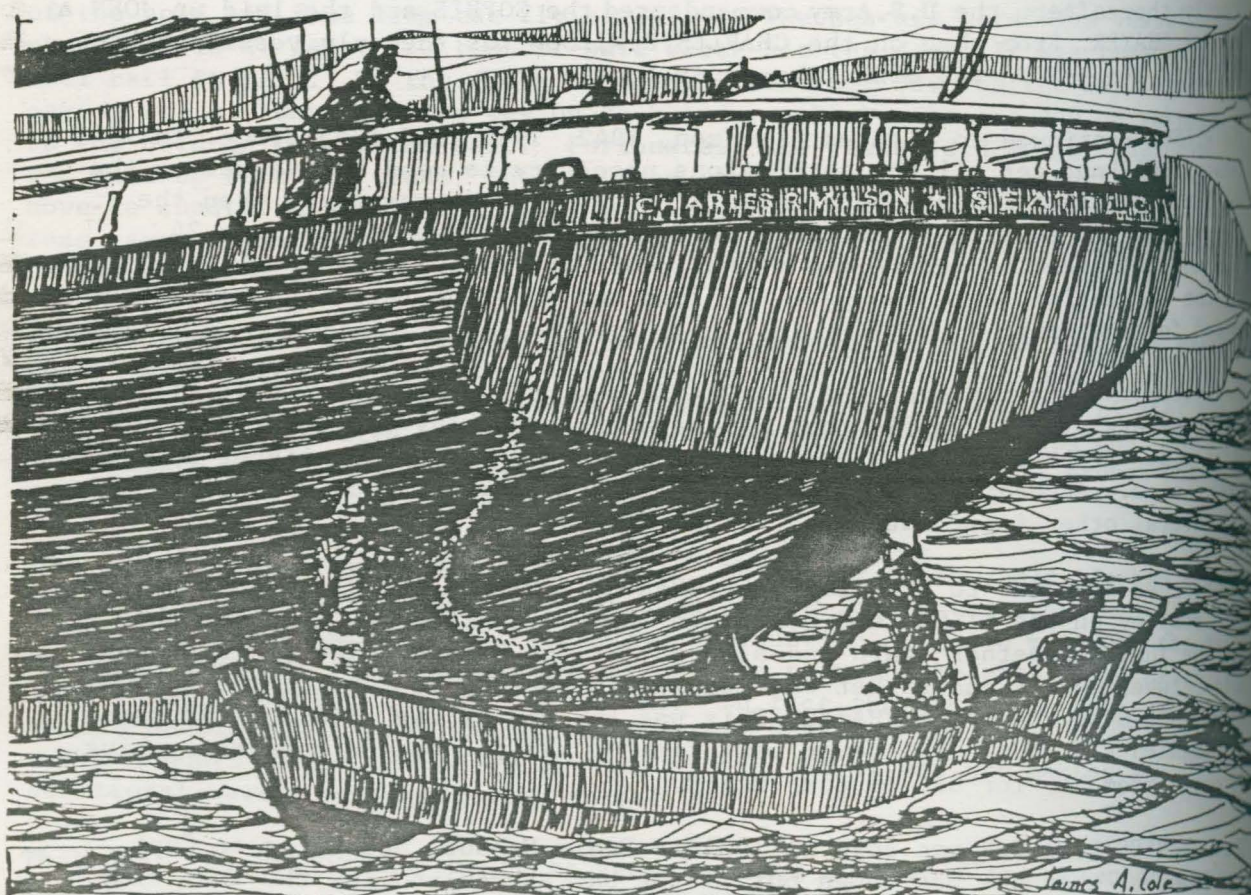
We had then intended to fish both the CHARLES R. WILSON and C.A. THAYER in 1946 with Dempsey on the WILSON and myself on the C.A. THAYER. We were not able to put the THAYER together again and also outfit the WILSON. The decision was made between myself and Father one morning in Poulsbo to scratch the WILSON and have Dempsey take the THAYER. This was the end of the line for the good old CHARLES R. WILSON. She never went fishing again. We stripped everything we could from her for use on the THAYER.

The CHARLES R. WILSON was sold in 1954 to Ernie Mahood, according to Capt. Joe Johnson, then she was towed out of the bay at Poulsbo for the last time. She became a part of a breakwater at Royer B.C. This is at Powell River on the Strait of Georgia, across from Texada Island. The breakwater was for the purpose of providing shelter for the huge pulp and paper mill at Powell River. I never saw her again. There is a picture of her along with several other vessels forming the breakwater in the news clipping section of this historical document, a sad sight for a once proud vessel!



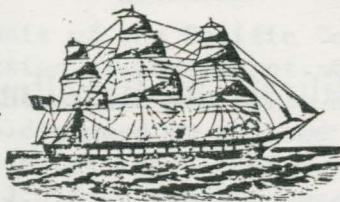
In a series of notes kept by Capt. Joe Johnson and donated to the Puget Sound Maritime Historical Society, he made this note: Sept. 29, 1960: Saw the remains of this schooner, just the keel with some ribs, high on the beach. The storms had torn her apart."

In the spring of 1928 when the CHARLES R. WILSON arrived at the Pacific entrance to Unimak Pass, the weather was not favorable for making the passage. Several vessels were waiting, most of them at anchor under the light at Scotch Cap. One of them was the STAR OF FALKLAND of the Alaska Packers Co fleet, hailing from San Francisco. She was a large three mast square rigged ship. The others were the codfishers AZALEA, FANNY DUTARD, and CITY OF PAPEETE. All were shortened down for a stiff nor'wester. With the turn of the tide in the evening of May 22, all the codfishers squared away through the opening. Being fore and aft rigged they could stand closer to the wind than the large square rigged ship. The SATR OF FALKLAND was not to be outdone by little schooners, so Capt John Widerstrom also squarred away. The schooners all made it through but the square rigger met her fate on the rocky bluff of Akun Head. She was not as handy in close quarters between the islands and in beating to windward.



Sec. 4319, Rev. Stats.

Catalogue No. 538.



ENROLLMENT. In conformity to Title L, "REGULATION OF VESSELS IN DOMESTIC COMMERCE," of the Revised Statutes of the United States,

Charles Chuson of San Francisco State of California
having taken and subscribed the Oath required by law, and paying the duty that he
together with A. B. Chuson / 1st M. R. Doyle / 1st M. E. J. Leeds / 1st M. S. Christina
W. L. Shusen / 1st M. P. Coles / 1st M. C. Livingston / 1st M. S. Gieffried Ko-
lake / 1st M. and A. O. Kuty Board of said place / 1st M. K. O. Bendixsen of Everett / 1st
E. K. Pack of said place / 1st M. E. Jackson of Scribner Humboldt County / 1st M.
D. K. Hens of Oakland / 1st M. K. W. Wilson of said place / 1st M. and
of State of California, James Graham of Gardiner State of Oregon / 1st M.
R. R. Wilson of Aberdeen State of Washington / 1st M. are

ship or vessel called the Charles R. Wilson, citizen of the United States, and sole owner of the
Charles Johnson, of San Francisco, where
 is at present Master, and is a citizen of the
 United States, and that the said ship or vessel was built at Fairhaven, California
 in the year 1891, as appears by Master's Carpenters Certificate
 and Certificate of Measurement now of record in this Office
 and said Certificate

having certified that the said ship or
vessel has — One — deck and — Three — mast^s, and that
her length is — 150 — ¹⁰/₁₀ feet,
her breadth, — 35 — ¹⁰/₁₀ feet,
her depth, — 11 — ¹⁰/₁₀ feet,
her height, — 34 — ¹⁰/₁₀ feet,
that she measures Three Hundred and Twenty Eight and 12 tons, viz:

	Tons.	100ths.
Capacity under tonnage deck	302	76
Capacity between decks above tonnage deck		
Capacity of inclosures on the upper deck, viz:	426	2
Gross Tonnage.....	345	38
Deductions under Section 4153, Revised Statutes, as amended by Act of August 5, 1882	17	26
Net Tonnage.....	328	12

that the following described spaces, and no others, have been omitted, viz:

and that she is a Schooner, has a Pilot head
and a M. E. stern, and the said Charles Johnson having agreed to the
description and advertisement above specified and sufficient security
having been given, according to the said Title, the said SHIP or VESSEL has been duly ENROLLED at the port
of Curacao.

Given under my hand and seal at the Port of Eureka Cal
in the District of Humboldt Cal., this 31st day of
December, in the year one thousand eight hundred and ninety one
Thomas Butler
Naval Officer. Collector of Customs.

Naval Officer.

Collector of Customs.

Insert here the name of the person, with his occupation, place of abode, by whom the oath or affirmation is to be made.
 I swear that the owner, insert the words "together with," and the name and rank, occupation or occupations, place or places of abode of the owner or owners, and the part or proportion of vessel belonging to each owner.
 Insert previous document.
 Insert here the particular kind of vessel, whether ship, brigantine, schooner, sloop, or whatever else.
 Insert here the master's name, and the date of the measurement above certified, and "
 I very truly and faithfully insert the following

Permanent or temporary?
Temporary
Certificate No. *7*

THE UNITED STATES OF AMERICA

Department of Commerce and Labor
BUREAU OF NAVIGATION

OFFICIAL NO.	LETTERS
<i>126871</i>	<i>AL.DC.</i>

Rebuilt at _____ in 19____
Re-measured at _____ in 19____

Measured at _____, 19____
Number of Crew *7*

Consolidated Certificate of Enrollment and License

(SECTIONS 4319 AND 4321, REV. STAT., AND ACT OF APRIL 24, 1906)

In Conformity to Title L, "Regulation of Vessels in Domestic Commerce," of the Revised Statutes of the United States

John Grotle of Seattle, Washington, Master and Agent
having taken and subscribed the oath¹ required by law, and having sworn² that
the Pacific Coast Fish Company, a corporation organized under the laws
of the State of Washington is

citizen of the United States and the sole owner of the vessel called the
Charles R. Hibon of *Seattle, Washington*
and that the said vessel was built in the year *1891*, at *Larkhaven, Cal.*, of *wood*
as appears by *C. 767 issued at San Francisco, Cal., May 9, 1912, now surrendered*
new owner and hull changed
and *said enrollment* having certified that
the said vessel is a *Schooner*; that she has
one deck, *three* masts, a *billet* head, and an *eliptic* stern; that
her register length is *150* feet, her register breadth *35* feet, her register depth *11* feet,
her height *11* feet; that she measures as follows:

	TONS	100ths
Capacity under tonnage deck,	<i>308</i>	<i>76</i>
Capacity between decks above tonnage deck,	<i>42</i>	<i>62</i>
Capacity of inclosures on the upper deck, viz:		
Gross tonnage,	<i>345</i>	
Deductions under Section 4153, Revised Statutes, as amended by Act of March 2, 1895:		
Crew space, _____; Master's cabin, _____;		
Steering gear, _____; Anchor gear, _____; Boatwain's stores, _____;		
Chart house, _____; Donkey engine and boiler, _____;		
Storage of sails, _____; Propelling power, _____;		
Total deductions,	<i>17</i>	<i>76</i>
Net tonnage,	<i>328</i>	

The following-described spaces, and no others, have been omitted, viz: _____

And *John Grotle* having agreed to the description and measurement above specified,
the said vessel has been duly ENROLLED at this PORT;

And *John Grotle* the master, having sworn that he is a citizen of the United States, that this license shall not be used for any other vessel, or for any other employment than is herein specified, or in any trade or business whereby the revenue of the United States may be defrauded:

LICENSE is hereby granted for the said vessel to be employed in carrying on the *Coasting Trade* for ONE YEAR from the date hereof, and no longer.

GIVEN under my hand and seal at the PORT of *Los Angeles, Cal.*
District of *Los Angeles*, this *17th* day of *November*
in the year ONE THOUSAND NINE HUNDRED AND *twelve* (1912)

[Signature]
Naval Officer.

F. B. Bretcher
Special Dep. Collector of Customs.

¹ Insert name and address of person by whom oath or affirmation was made.
² Substantiate "affirmation" when necessary.
³ Substantiate "affirmation" when necessary.
⁴ If there is only one owner, write "he" or "she." If more than one owner, write "he (or she) owning the part owned," followed by the names of other owners, their shares and addresses.
⁵ If incorporated company is sole owner, write out words "citizen of the United States, and."
⁶ Write "wood," "iron," "steel," or as required.

Schooner MAID OF ORLEANS

The MAID OF ORLEANS was a unit of the Pacific Coast Codfish Co fleet and thus comes into this collection of vessels of which Capt. J.E.Shields was the prime controlling party. The vessel was built by Dickie Brothers of San Francisco in 1882. She was designed to be used in the inter island trade of the South Pacific Ocean and being capable of making occasional voyages back to San Francisco where Mr. J.J.McKinnon her owner lived. Among the cargos reported to have been carried were slaves taken in the Solomon Islands and New Guinea or Borneo for transportation to Chile and Peru to work in the mines; or to Australia and other South Pacific islands for work in the sugar plantations.

In 1906 she was reported to have entered the codfishery of Alaska, probably the Western Codfish Co and/or Seattle Alaska Fish Co. The Seattle Alaska Fish Co was sold out to the Union Fish Co of San Francisco in 1910 with the stipulation that they would not reenter the cod fishery. This the former owners did not comply with. They said that only the Seattle Alaska Fish Co made the agreement and the Union Fish Co in essence only purchased the assets. The former owners claimed they individually were not bound by the agreement.

At any rate she was purchased by the Pacific Coast Codfish Co, The Certificate of Registry is dated December 13, 1913 for her transfer of ownership to the Pacific Coast Codfish Co. Several of the stockholders of the company had considered the company should purchase a larger vessel and Capt. Grotle had suggested the WAWONA but Dr Janson had overruled the others and this small schooner was purchased. She fished the 1914 season under P.A.Slattstrom as master and under P.Peterson in 1915.

The MAID OF ORLEANS was a two mast schooner with billet head of one deck. Her registered length was 110.2, breadth 29.5 feet, and depth 9.8 feet. The gross tonnage was 180 and net 171.

Another document in the National Archives shows that on Oct 18, 1915 the trade was changed to Cod fishing and the Enrollment and License issued in lieu of the former Registry. In 1916 Amund Anderson was master, on Oct 27, 1916 this was changed to Frank P.Dow, then on Jan 10, 1917 Andrew Slattstrom signed on as master, on April 12, 1919 Henry Good signed on and quickly followed by Andrew Slattstrom again on April 16, 1919 this indicating Slattstrom was the captain for the fishing season. Then on April 6, 1920 John J.Kelly became master. A copy of the log record for the 1920 season is included elsewhere.

In early 1924, the Pacific Coast Codfish Co sold her to Capt. Christian Klengenbergh who installed a small diesel engine in preparation for trading in the Arctic. I remember she was moored to a small dock or wharf on the shore of Lake Washington not far from where my Father's house was and together with several of my school chums we went on board after school. One man told me Father had sold her at the right time as she was not sound to continue codfishing. At any rate, she was operated by Capt. Klengenbergh for several years and then came under the ownership of the Hunson Bay Co. in 1928. They operated her in the Arctic Ocean and as a supply vessel for their station at Herschel Island.

The name on the vessel was changed to OLD MAID II by the Hudson Bay Co. Apparently the Bay Co only operated her until the 1930 voyage.

Hudson Bay Co sold her and she passed through several hands and several trades including rum running along the West Coast U.S. before the repeal of the Prohibition Act.

Captain Klengenberg led a colorful career in the Arctic. He is reported to have shot his second mate at one time and then been so on edge that he kept a gun at his side at all times. Father reported that at one time the RCMP placed one officer on board possibly because of the shooting. At any rate the RCMP should have known better and placed two officers on board as the one did not reach the destination and must have fallen overboard one night when no one was looking, so said Klengenberg. Father thought it much more likely that a bullet was involved. What else could one expect when the crew consisted of Klengenberg, his wife, and his half breed son. Especially so when the RCMP officer had served a murder charge on him. End of Father's story. However McCurdy's Marine History of the Pacific North West has a section on the trial in San Francisco of Klengenberg and he apparently escaped on the charge as the trial judge ruled much of the evidence presented was not admissable in court.

Upper: MAID OF ORLEANS running under her own power circa 1934
Lower: MAID OF ORLEANS loaded with lumber off the Oregon coast heading for California, dra



Ward of Orleans
(H. Morrison)

Schooner **BENDER BROTHERS**

The BENDER BROTHERS was a small two mast schooner constructed in San Francisco in 1889. Her dimensions were: length 78.2 feet, breadth 24.3 feet, and depth 8.8 feet. She had a sharp bow and an elliptical stern. The first document in the National Archives in Washington D.C, files show under deck tonnage 104.90, upper deck 36.59, gross 141, propelling power 45.28, giving a net tonnage of 96. She was under Registry on August 23, 1913 in the name of Anice J.Shields 50% and Louis Knafllich 50%.

The vessel was in Mother's name as Mother was a U.S. citizen while Father was still a Canadian Citizen, he had not as yet completed the time consuming process of obtaining U.S.citizenship. U.S. law did not allow a foreigner to own any portion of a U.S. vessel then. Accordingly, his name could not appear on the official document.

The second document in the National Archives shows the vessel under Registry with the same two owners; Anice J.Shields and Louis Knafllich. At this time the on deck space had been increased to 39.55 tons and the gross to 144. Further, the propelling power space was increased by nearly one ton to 46.22, making the gross tonnage 98.

Pictures I have of the vessel show her with a trunk cabin aft and also with a cabin extending the full width of the vessel, indicating there were changes made in the vessel at several times. This difference may account for the change in tonnage on the upper deck between the first and second document. I also have photos of the interior of the after cabin showing spacious state rooms with only four bunks per room and the further luxury of a wash stand with basin in the room. The vessel carried a few passengers and these pictures were for advertising purposes to convince those desiring passage to the far shores of Bering Sea that they would have comfortable quarters.

Several changes in masters occurred. The first under the Shields/Knafllich ownership was Louie, then S.F.Cottle, then Louie again on feb 27, 1915; E.B.Haffney signed on in Ketchikan on May 18, 1915; next Louie in Seattle on Sept. 7, 1915; then Harry Ashbury in Seattle on July 24, 1916; followed by L.P.Halls on Oct. 9, 1916 in Seattle.

The third document on file shows Leo Seidenverg as owner on Jan 17, 1920 when she was under Enrollment and License. The documents were changed to Registry with the same owners.On, Aug. 4, 1922 this final document was surrendered to the Custom House and the following notation added: Vessel lost Friday, June 2, 1922 in Sea of Okhotsk, no lives lost.

Father told me that he and Mother went to the Kuskokwim River in the summer of 1914. The purpose was to conduct trading and to put up a cargo of mild cure salmon. Mother was to be the cook in the camp in Alaska. She was sea sick all the way north and on the return trip also. That was the first and last trip on one of Father's vessels. There was apparently a good run of king salmon and a profitable journey resulted. The fish were caught by the natives of the region, primarily Aleuts. From what I remember it was quite an experience for Father to deal with these people as they did not understand money the way he did. Oftentimes there would be no crew to work fishing and curing. They would reply with 'money enough'. There were difficulties in navigating the vessel and the native catcher boats in the shallow waters of the river.

At other times the BENDER BROTHERS was employed trading as far north as Nome and assisting the RUBY with making deliveries to some of the small settlements.

When Father and Mother returned that summer, they were more than happy to get into the smooth water of Puget Sound and not have to contend with the sea sickness of the constant rolling on the Pacific Ocean. Mother had been sea sick since the first start from the Kuskokwim River southbound and could not face any form of food. Father was only slightly better off at sea. However, the joy of the still waters was short lived. They went into Port Townsend to enter the vessel in the Custom House, as the trip to Alaska at that time was considered foreign as far as vessel regulations were concerned. There Father received the nerve shattering news. There was a major war in Europe with England and Canada also involved. Father was a Canadian Citizen and therefore subject to conscription into the Army of Canada, his homeland. Next he was told there had been a disastrous fire on the Colman Dock in Seattle and his office was there. If the dock was destroyed, all his records would be lost. Some greeting to get on the return from a summer of hard work in Alaska!

There were no telegraph stations where the BENDER BROTHERS had been operating and naturally there was no radio on the small vessel. At any rate the vessel then continued on to Seattle, under her own engine power. Here he was met by his brother George and it was then that Father learned that George had saved all of the office records. A great relief.

SHIELDS
EXPORTERS



UNITED STATES DEPARTMENT OF COMMERCE
BUREAU OF NAVIGATION

Rebuilt at _____ Measured _____
Remeasured _____
Certificate of Registry
IN PURSUANCE OF CHAPTER ONE, TITLE XXIII,
"Regulation of Commerce and Navigation, Revised Statutes of the United States,"

Louis Knaflich, of Seattle, Wash.,
having taken and subscribed the oath ² required by law, and having sworn ³ that
he owning 1/2 together with Anice J. Shields, of said place, 1/2, are



Eugene Lytle Chamberlain
Commissioner of Navigation

the only owner
of the vessel called the BENDER BROTHERS, of Seattle
whereof Louis Knaflich is at present master, and is a Citizen of the United States, and that
the said vessel was built in the year 1889, at San Francisco, Cal., of wood
as appears by E. S. 550 B issued at this port, May 1, 1913; surrendered, property changed;
and said register

having certified that the said vessel is a SS, that she has
one deck, two masts, a sharp head, and a an elliptic stern, that
her register length is 73.2 feet, her register breadth 24.3 feet, her register depth 8.8 feet,
her height 10 feet; that she measures as follows:

	TONS	100 ^{THS}
Capacity under Tonnage Deck.	104	90
Capacity between Decks above Tonnage Deck.		
Capacity of inclosures on the Upper Deck, viz:	36	59
Gross Tonnage.	141	
Deductions under Section 4153, Revised Statutes, as amended by Act of March 2, 1895:		
Crew space	Master's cabin	
Storing gear	Anchor gear	Boatswain's stores
Chart house	Donkey engine and boiler	
Storage of sails	Propelling power	45.28
	Total Deductions.	45 28
	Net Tonnage.	96

The following described Spaces, and no others, have been omitted, viz:

and the said ⁵ having agreed to the description and admeasurement
above specified, according to law, said vessel has been duly registered at this Port.

Given under my hand and seal, at the Port of Seattle, this 23d
day of August, in the Year One thousand Nine hundred and thirteen (1913)
PLACE FOR SEAL OF NAVAL OFFICER
PLACE FOR SEAL OF COLLECTOR
Charles Miller
Deputy Collector of Customs

1. Insert name and address of person by whom oath or affirmation was made.
2. Substantiate "affirmation" where necessary.
3. Substantiate "affirmation" where necessary.
4. If there is only one owner, write "he" or "she"; if more than one owner, write "they" for the owning and, therefore, named, together with, followed by the names of other owners, their shares and addresses.
5. Write "wood," "iron," "steel," or as required.
6. Give surrendered marine document or write "certificate of _____ builder." If FIRST document of a new vessel.
7. Write "said register," "said certificate," or "said license." In the FIRST document of a new vessel, give the name and title of the measurer.
8. In the FIRST document of a new vessel, give the name of the person counterbalancing certificate of measurement.

132-6

NO CURE SALMON
SMELLED SALMON
LION BELLIES
LARK HERRING
PORTED HERRING
LARK HERRING
NO CODFISH
SMELLED BLACK COD
PORTED MACKEREL

SELLING AGENT
PACIFIC COAST
CODFISH CO.

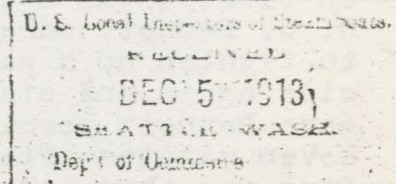
J. E. SHIELDS
EXPORTER AND IMPORTER
WHOLESALE SALT FISH

CABLE ADDRESS:
PUNCTUAL, SEATTLE

(WESTERN UNION
CODES: A. B. C. 5TH
PRIVATE

COLMAN DOCK
SEATTLE, U.S.A.

Dec 3. 1913.



U. S. Local S. S. Inspectors,
C I T Y.

Dear Sirs,

As you are aware the power schooner Bender Bros was destroyed in Seattle yesterday. She was owned by Capt Louis Knafllich and the writer.

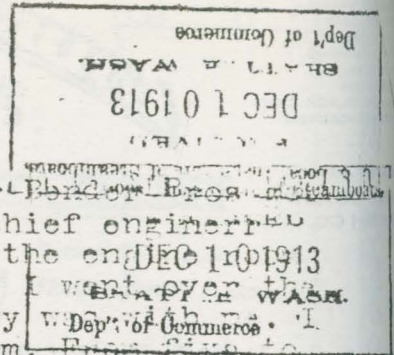
The facts are as follows. The Captain was on board painting, was in a dory over the side to be exact, painting her top sides. The watchman was with him. ~~xxxxx~~ W. C. Bennett, a licensed gasoline engineer, who was chief engineer on her the last trip, and who was paid off by the Port Angeles Transportation Co. when they gave up their charter, came aboard, and told the Captain that he wanted to go into the engine room. We had not been working for us for over six weeks, and had not been working on board for over one week. The Captain told him he could go down, in a few minutes he came on deck shouting fire.

Smoke was coming from the engine room companionway. The first people Bennett saw he told that he had upset a lighted lantern in the engine room, that she had taken fire, and he had to get up the stair. When he saw me he told me that when he had gone into the engine room with a lighted lantern that it exploded and that the fire chased itself all over the engine, that he grabbed the two fire extinguishers in the engine room, and turned them upside down and got out. These storied are altogether contradictory. To-day we went on board and found the overturned lantern in the engine room, the two fire extinguishers there also, one with the end out of it, and the other still charged as before, and as soon as we turned it over, it began to work at once. Bennett told me that he had come on deck all scorched and blazing, yet he did not have a sign of a scorch on him that I could see, nor any odor off it. More over last Saturday two men cleaned up the engine room with lighted lanterns, and not over one hour before Bennett went down the watchman was there also with a light to get some waste. Capt Knafllich got the fire extinguisher from the cabin and held the fire in check until the firemen arrived, but only water apparatus was sent first, and the firemen were on the schooner for over half an hour before the fire got beyond their control. They put a line of chemical apparatus into the engine room, and the smoke almost entirely disappeared, but they took it out, and the fire started up again, while they poured water onto it, and spread it over the ship. They the Duwamish towed her into the bay, had they run the hose into her from shore and fireboat for ten minutes she would have sunk, but they put her onto harbor island and threw water into her engine room driving burning oil forward and got her all on fire, finally they came up and put out the fire forward with water, and the after fire with chemical, then pumped her out, and tied her up at the buoy. We have not yet done any work on her towards cleaning her out, but would like to know if we may do so.

Yours very truly,

Seattle, Dec 10. 1913

Capt B. B. Whitney,
U. S. Local Inspector, C I T Y.



Dear Sir,

On Dec 2nd at 2 P. M. the power schooner *Bender Bros* on fire. I was over the side in a dory painting chief engineer W. C. Bennett came on board and asked to go into the engine room to tighten up a gasoline pipe, which was leaking. I went over the side again and started to paint, also a native boy gave Bennett permission to go into the engine room. Seven minutes after that he came on deck and hollered Fire. The fire was then too far advanced for me to go into the engine room. The only thing I could do was to go into the cabin and get the fire extinguisher, and also I sent him forward to get another one we had in the forecabin. I had the fire under control for about three minutes, but the fire extinguisher then was exhausted, and the fire began to blaze up again, until the fire department came and finished the job.

Ten days before that our tanks were filled by the Standard Oil. He knew that the pipe was leaking, yet filled the tank without tightening up that pipe.

The engine room was equipt with two fire extinguishers, one on each side. We found after the fire one still full, the other one with the end knocked out of it. The lantern was laying under the tank where the leaking pipe was.

An hour before the fire the native boy went into the engine room with a lantern and got some rags for me. Two ventilators were open all the time night and day, cannot be closed, but at the time of the fire the other two were open also, so that there was no chance for the engine room to be full of gas. The lantern which was lying on its side was alright in every way except that the glass was broken, the bale was in place.

The port tank in the engine room was partly full of oil, and held, also the forward tanks held, we took 18 drums of distillate out of the schooner after the fire.

Three days before the fire two men with lanterns cleaned up the engine room, to get her ready for paint.

When Bennett hollered fire, I ask him what was the matter and he said he upset a lantern in the engine room. Bennett was not working for us, but had been chief engineer on her last trip when the Port Angeles Transportation Co. had her chartered, and had been second engineer on her last trip to Alaska. The schooner had not been away from the dock for a week before the fire, during which time she was fumigated, they had fire in her all night, Mr Bennett came down of his own accord, and said that the pipe was leaking when he left her, and wanted to tighten it up.

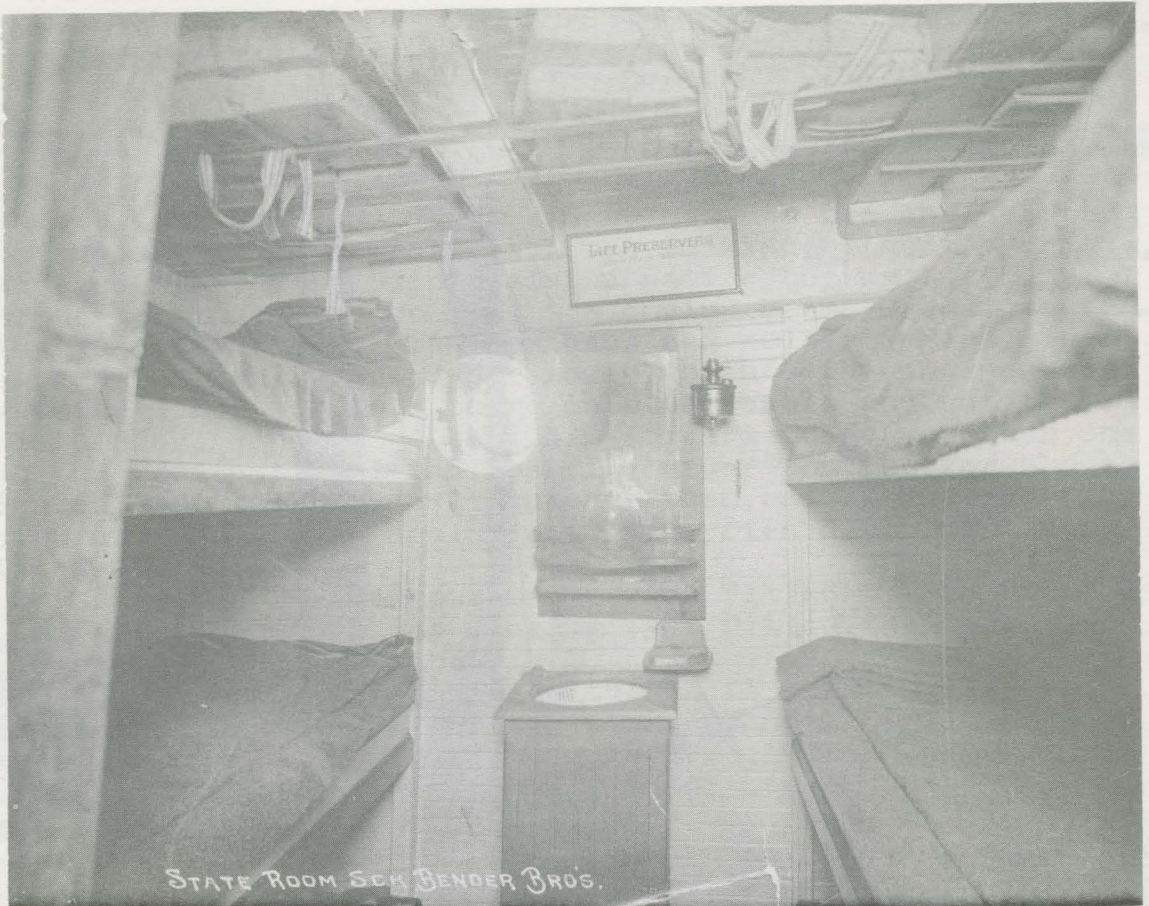
My license was burned in the fire. I had no time to save anything.

Yours truly,

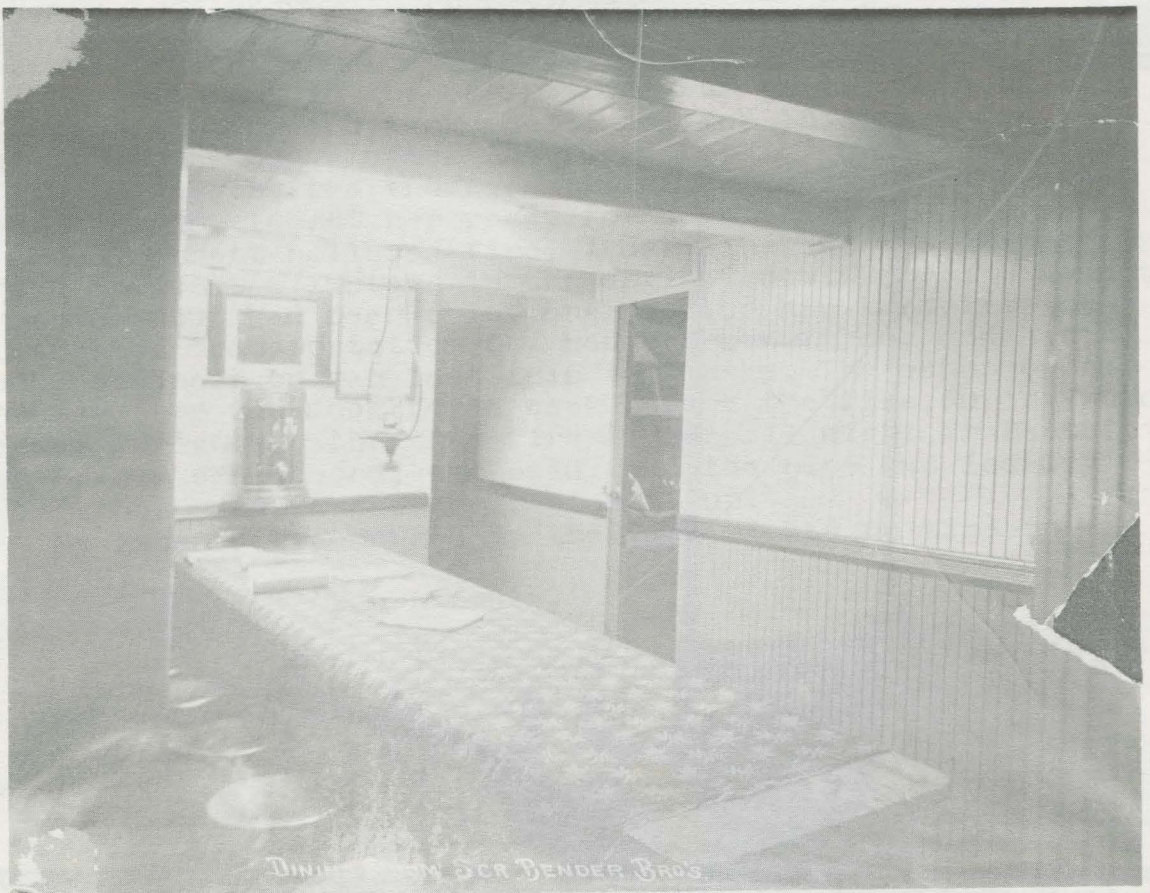
Louis Knaflitz

Master Bender Bros.





STATE ROOM S.S. BENDER BROS.



DINING ROOM S.S. BENDER BROS.

Schooner RUBY

The RUBY was a three mast centerboard schooner constructed in Alameda, Calif. in 1902. She was listed as 132 feet long, 34 feet breadth, and 9 feet height. Her gross tonnage was 345.07, and the net tonnage was 273.52 although the Certificate of Registry dated May 9, 1914 does not show the fractions of tons. Father purchased her in Bandon, Oregon in the winter of 1913/14. Capt. Harold Huycke tells me Father attempted to secure insurance for the vessel for her trip to San Francisco and then to Seattle, but that the underwriters declined his request unless he personally be on the vessel. The underwriters were fearful that Father intended to wreck the vessel and collect the insurance. Father made the trip I am told.

The vessel was purchased by Father under an agreement between him and Louis Knafllich. The first document in the Natinal Archives files concerning this vessel in a Certificate of Registry dated May 9, 1914 in Seattle. The previous documents were either lost by the Customs House people or were not forwarded to the Archives. This document shows the ownership as half in the name of Louis Knafllich and half in Mother's name, as at that time Father could not have the ownership show in his name. He was still a Canadian Citizen and no American vessel could be owned by a foreigner.

According to McCurdy's Marine History of the Pacific Northwest on page 241: "Capt. J.E.Shields and Capt. Louis Knafllich purchased the power schooner RUBY from Sudden and Christenson, bringing her north from Bandon with a cargo of salt for the Pacific Coast Codfish Co. Although intended for trading cruises to the Kuskokwim River, she was chartered in May by Hudson's Bay Co to cary company and Royal Northwest Mounted Police supplies to Herschel Island, 800 miles east of Point Barrow. The 345 ton RUBY, fitted with a 140 horsepower Standard gasoline engine, had a unique arrangement of two centerboards, each 20 feet long, the after sections of which could be dropped six feet below the hull and retracted for negotiation of the shallow mouth of the Kuskokwim River. She made the far north voyage in command of Capt. Knafllich, towing a 65 feet gasoline launch to be used in distributing supplles from the Hudson's Bay post at Herschel Island along the Arctic coast and up the Mackenzie River."

Actually Father told me the engine was installed in Seattle. The RUBY made one trip to Bering Sea stopping at Nelson Lagoon on the north side of the peninsula. The second trip that year was to the Arctic with a copy of the log book record of the voyage included with the other vessel logs in that portion of this historical record. The log book indicates the master for the voyage was Capt. S.F.Cottle and not Knafllich. They went as far east as Cape Bathurst as well as Herschel Island and Mackenzie River mouth.

Father told me the captain had to haul the cargo to the Hudson's Bay Co. warehouse well beyond the line of high tide
Father told me the captain had to haul the cargo to the Hudson's Bay Co warehouse nearly a half mile from the line of high tide, although the contract and bill of lading provided for delivery at high tide. There was no wireless or telegraph in the Arctic at that time and the storekeeper refused to sign the bill of lading unless the goods were carried the extra half mile distance and placed within the dry store room. Without the signature on the document there was no way for the vessel owners to collect the freight money when the vessel returned to Puget Sound and reported safe delivery.

The RUBY was engaged the next year also in the Arctic supply mission for the Hudson's Bay Co. and the R.C.M.P. as well as the Canadian School supplies for this territory.

On this trip the vessel also had supplies for Vilhjalmor Stefannson and his Canadian Arctic Expedition. He had lost his own vessel, the KARLUK the previous fall when she became entrapped in the ice and therewith also all the supplies he had taken to the Arctic for several years of exploration.

Ownership of the vessel was transferred to the Kuskokwim Fishing and Trading Co. of Seattle in 1916 with the vessel's document showing Carl A. Miller as agent. He might have been the Custom House Broker at the time. At any rate there was first an Enrollment and License and then a Registry, both showing Kuskokwim Fishing and Trading Co, and the latter showing Knafllich as the company president. In both instances the owner's address was the Colman Dock in Seattle where Father's office was located. Inquiry to the State of Washington Secretary of State concerning this company was returned with the notation "No record of a corporation by this name in the State."

The vessel was engaged in offshore freighting during World War I as evidenced in the activities of vessels in the daily papers at that time.

There are many vessel documents in the National Archives in Washington, D.C. These indicate the Kuskokwim Fishing and Trading Co. changed documents many times from Enrollment and License to Registry and back again. The tenth document, dated May, 24, 1922, Registry, shows the Seaboard National Bank as owner, then on March 31, 1925 the next document again shows the Kuskokwim Fishing and Trading Co, this time with offices at First and Jackson Streets in Seattle. At this time there was a mortgage of \$15,906.83 in favor of Schwabacher Hardware Co.

There are several more documents showing W.D. Suryan of Everett as owner and with at one time a mortgage in favor of Fairbanks Morse Co in the amount of \$40,090. Apparently a new engine had been installed. The last document dated Feb. 22, 1939 with W.D. Suryan as owner was surrendered on Feb. 6, 1941 and there is the notation "Sold foreign, Mexico flag."

Father told me when the RUBY went into the Arctic they carried two years supply of food as they might become frozen in by the ice. He did not approve of this but allowed for the extra supplies anyway. Also Father told me the RUBY was most difficult to steer after the engine was installed. They bored the shaft log through the stern timbers on the centerline of the vessel and placed the propeller behind the former stern post. The rudder had formerly been there. To provide for the rudder, the blade was extended behind the propeller without moving the rudder stock farther back. The result was the rudder could overpower the man at the steering wheel and throw him across the deck. The condition was never corrected, it was remedied by adding a heavy brake band to the rudder stock with the helmsman standing on the control all the time other than when he wanted to move the wheel and then he stepped off.

Sixty five years have passed since the RUBY made these voyages into the Arctic. Now the American shores of the Arctic are active with construction and operation of the Prudhoe Bay oil fields. The problems of navigation in the ice choked region have not changed however, and the tugs with their barge tows experience untold problems still. During the 1975 summer season there were extensive ice floes in the vicinity of Point Barrow, to the extent that only a few of the vessels did make the passage around the point and those that did still required the assistance of the Coast Guard to break an opening through the heavy ice for them to follow. It is thus apparent that while man has improved the vessels in both size and strength, old man weather will, with the advantage of heavy ice on his side, still control the Arctic.

UNITED STATES DEPARTMENT OF COMMERCE
BUREAU OF NAVIGATION

Rebuilt at _____ Measured _____
Remeasured: Seattle 914 Certificate of Registry Number of crew, 15
In PURSUANCE OF CHAPTER ONE, TITLE XLIII,
Regulation of Commerce and Navigation, Revised Statutes of the United States.

Louis Knaflich, of Seattle, Wash., (M.O.)

having taken and subscribed the oath ² required by law, and having sworn ³ that
he owning 1/2 together with Anice J. Shields, of said place, 1/2, are

SEAL OF THE DEPARTMENT OF
COMMERCE

the only owner:

of the vessel called the RUBY, of Seattle
whereof Louis Knaflich is at present master, and is a Citizen of the United States, and that
the said vessel was built in the year 1902, at Alameda, Cal., of wood
as appears by ⁶ P. R. #258 issued at San Francisco, April 22/13; surrendered, property, trade, district
tonnage and rig (formerly schooner) changed ⁷ said enrollment
having certified that the said vessel is a Gas screw; that she has
one deck, three mast sa, billet head, and a n elliptic stern, that
her register length is 132 feet, her register breadth 34 feet, her register depth 9 feet,
her height 10 feet; that she measures as follows:

	TONS	100 ^{THS}
Capacity under Tonnage Deck.	294	61
Capacity between Decks above Tonnage Deck.		
Capacity of inclosures on the Upper Deck, viz:	50	46
Gross Tonnage.	345	
Deductions under Section 4153, Revised Statutes, as amended by Act of March 2, 1885:		
Crew space 32.72; Master's cabin 5.88		
Steering gear; Anchor gear; Boatswain's stores		
Chart house; Donkey engine and boiler		
Storage of sails; Propelling power 32.95		
Total Deductions.	77.71	55
Net Tonnage.	273	

The following described Spaces, and no others, have been omitted, viz:

and the said ⁸ having agreed to the description and admeasurement
above specified, according to law, said vessel has been duly registered at this Port.

Given under my hand and seal, at the Port of Seattle, this 9th
day of May, in the Year One thousand Nine hundred and fourteen (1914)

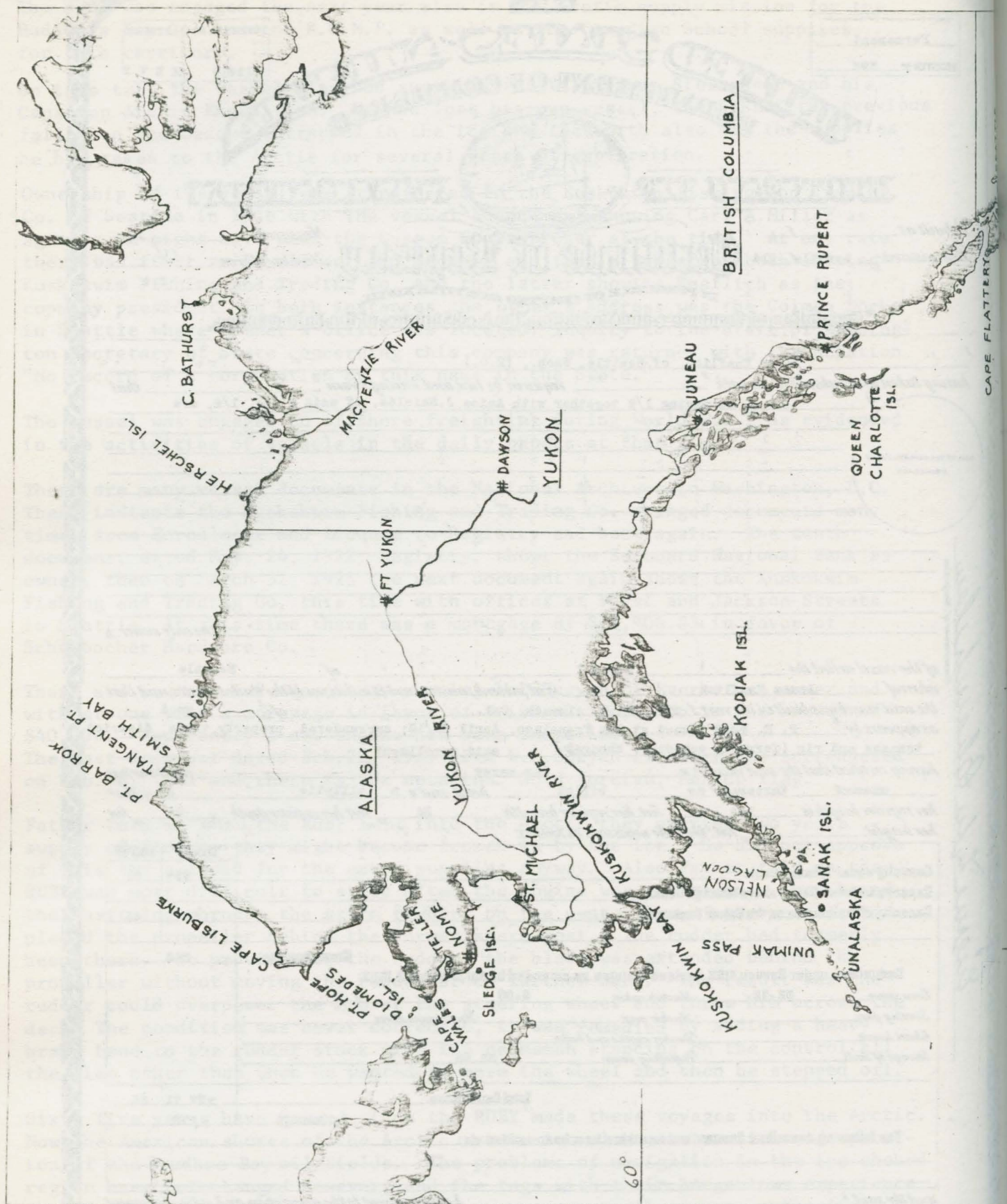
PLACE FOR
SEAL OF NAVAL OFFICER

PLACE FOR
SEAL OF COLLECTOR

No
Notary Officer

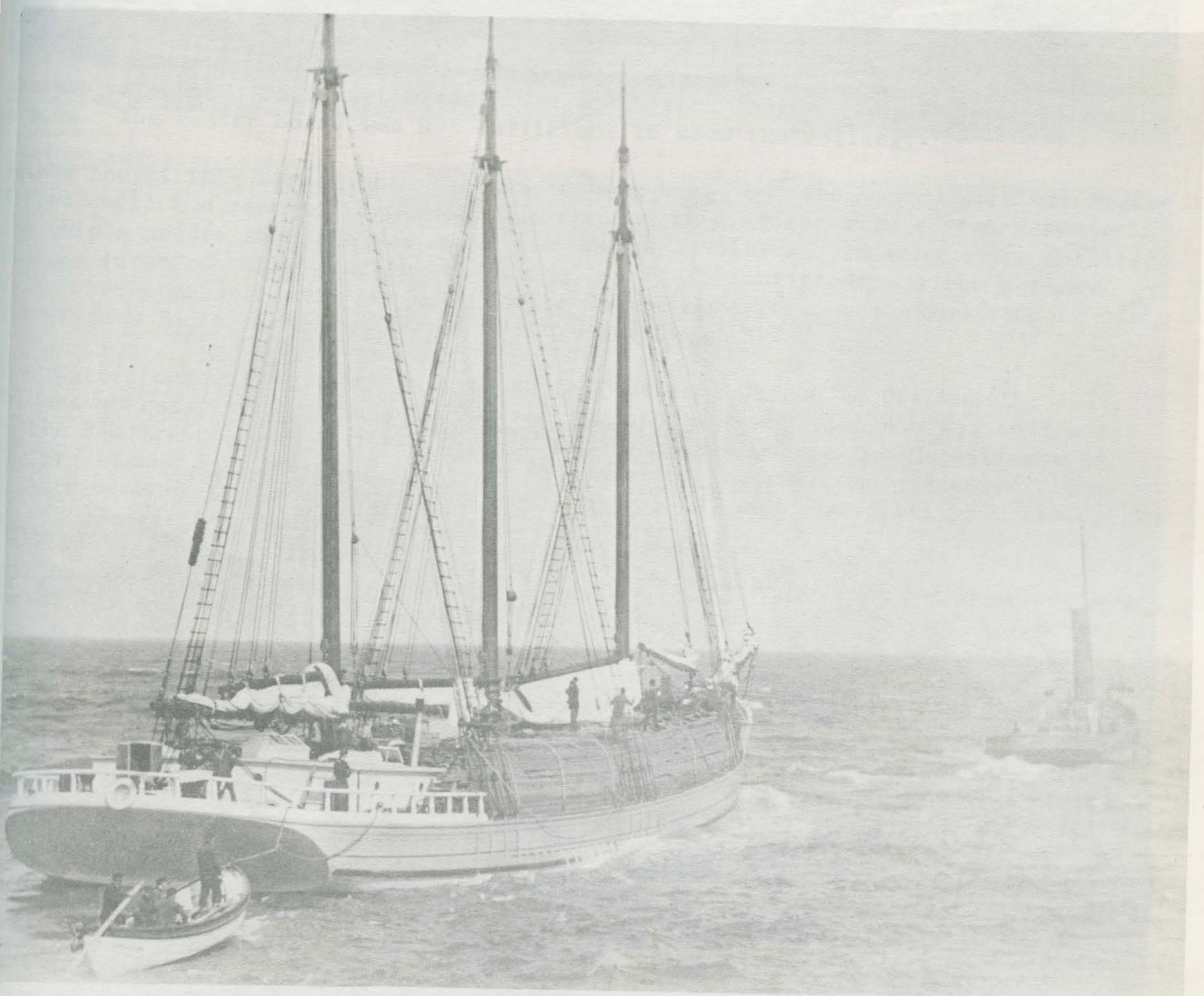
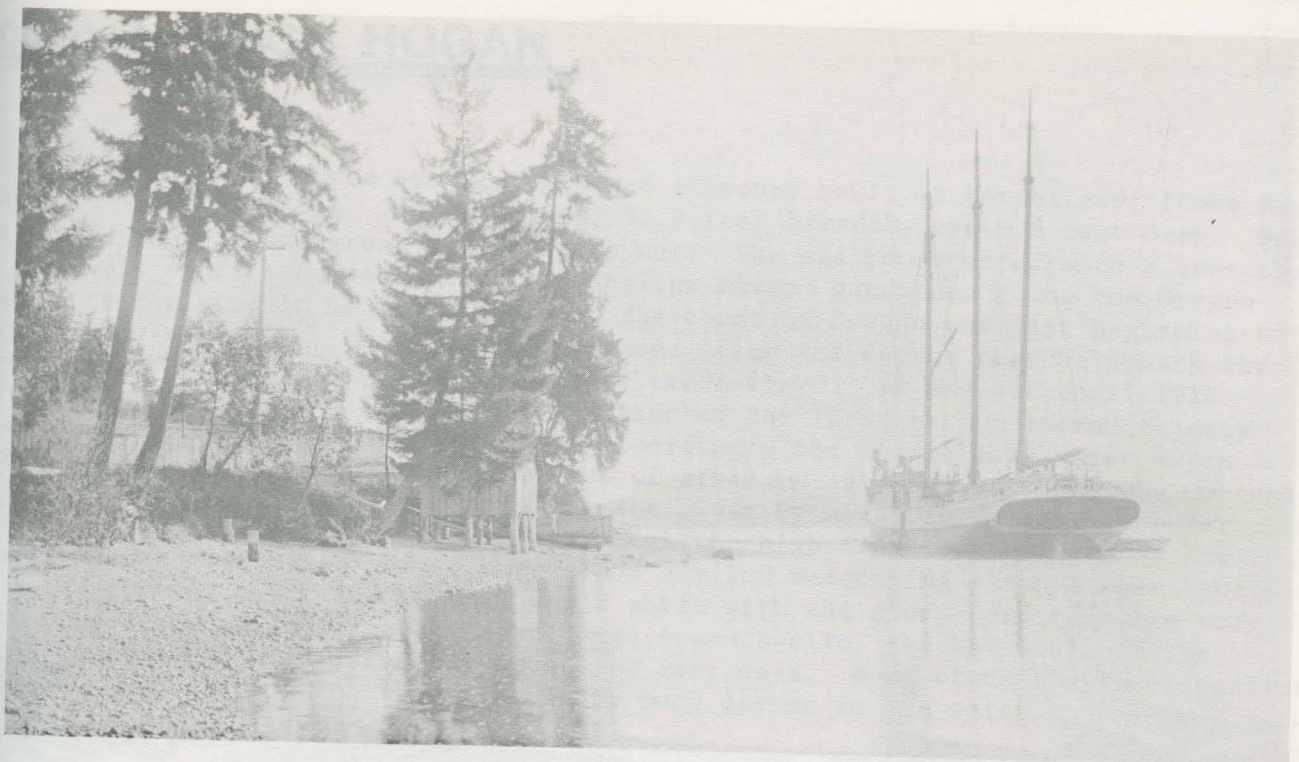
Chas Miller
Deputy Collector of Customs

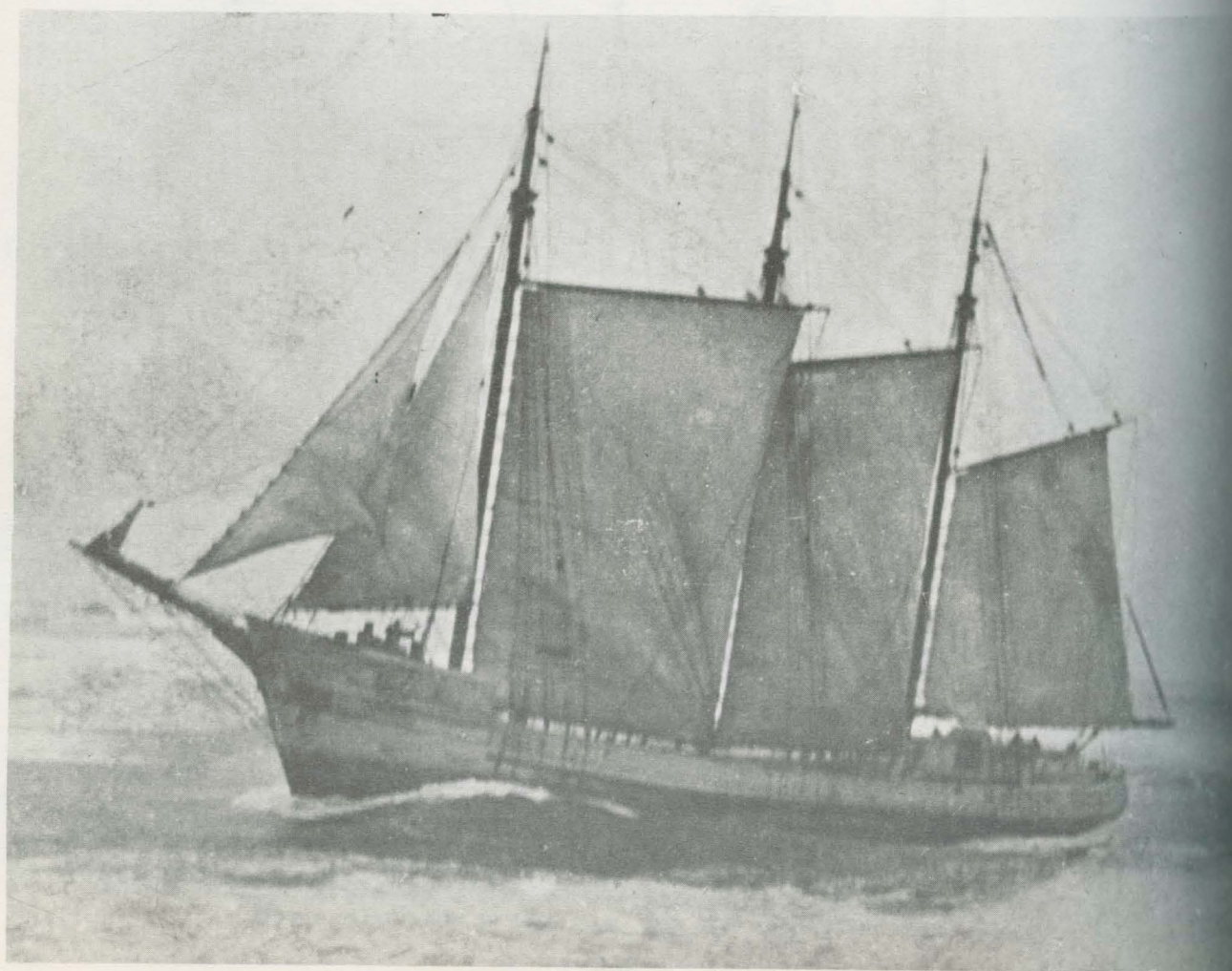
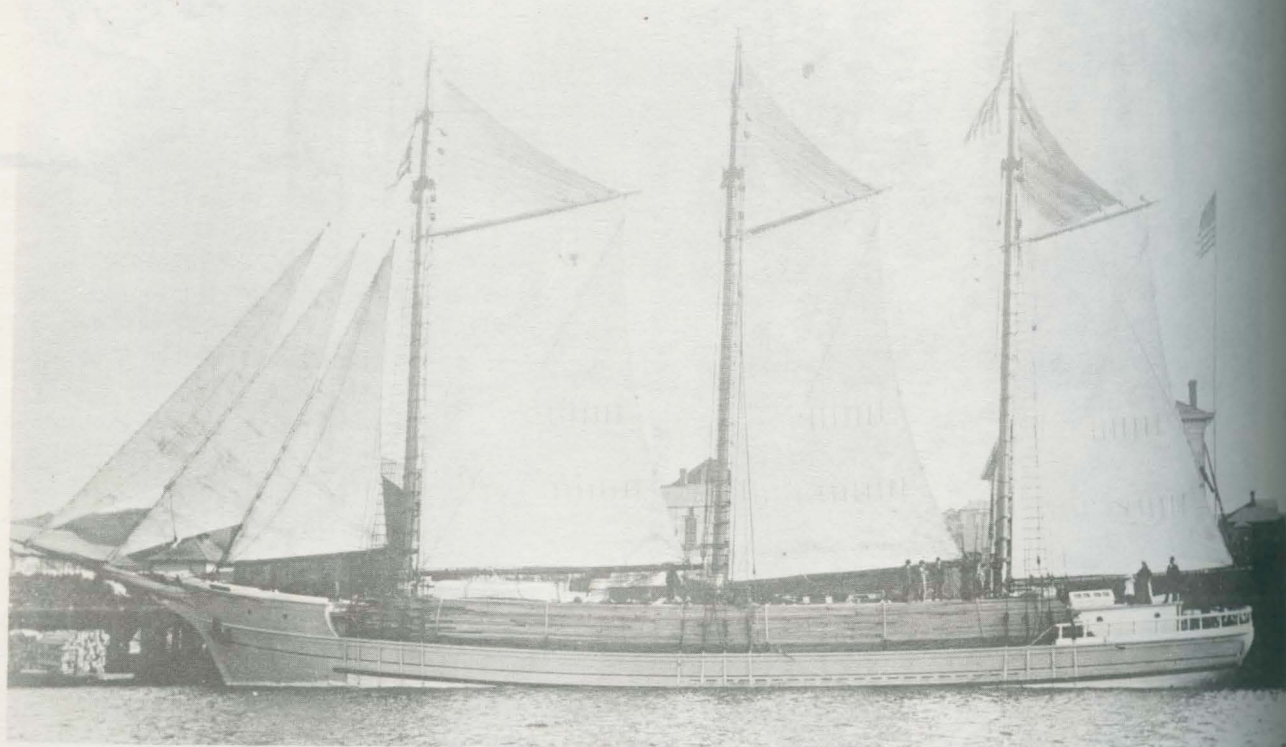
1 Insert name and address of person by whom oath or affirmation was made.
2 Substantiate "affirmation" when necessary.
3 Substantiate "admeasurement" when necessary.
4 If there is only one owner, write "he" or "she"; if more than one owner, write "he" or "she" plural, and the part owned, together with, followed by the names of other owners, their shares and addresses.
5 Write "wood," "iron," "steel," or as required.
6 Give surrendered marine document or write certificate of builder. If FIRST document of a new vessel, give the name and title of the measurer.
7 With "said register," "said enrollment," or "said license." In the FIRST document of a new vessel, give the name of the person commanding certificate of measurement.
8 In the FIRST document of a new vessel, give the name of the person commanding certificate of measurement.



Schooner RUBY ready to set on the beach and allow the tide to go out exposing the under body for cleaning and painting. The site is slightly east of the codfish plant in Poulsbo in front of the home of George Knudson.

Schooner RUBY being towed out to sea from Bandon, Oregon by the tug TRIUMPH. Note, the tug does not have a pilot house at this time. This gave the captain better visibility in the narrow channels.





Schooner HUGH HOGAN

The HUGH HOGAN was a three mast centerboard schooner built in Marshfield, (Coos Bay) Oregon in 1904. She was 160 feet long, 38.9 feet breadth and 9.8 feet deep. She was listed as 392 tons gross and 355 tons net. She was constructed with a centerboard so she could operate in and out of the shallow river entrances along the Oregon coast. At the time of her construction, the coast of Oregon was just beginning to develop with saw mills, the shallow entrances being the factor that held back the faster and earlier expansion of the lumber trade there. It was not until 1914 that the U.S. Army Corps of Engineers constructed the first harbor entrance jetty other than the Columbia River jetties. Accordingly the controlling water depth across the bar was determined by the flow of river water going out and the controlling influences exerted to limit the width of the river by high bluffs or rock outcroppings. In the most cases the vessel had to depend on the high tide to cross and at low tide there was most often only a narrow and shallow meandering channel where the water was flowing out. The channel would shift with the storms and if there were storm conditions on the ocean or even large ocean swells, the bar would not be passible. Vessels were often bar bound for many days. Most often they were confined inside as when leaving the vessel would be much deeper in the water.

One of the most pleasant places or times some of the crew had on the HUGH HOGAN were when the vessel was bar bound, inside, and tied to the mill wharf. At that time all was quiet and as some of the former crew members stated she could sure roll something awful. She had no keel projecting below the bottom of the hull, and she was very wide, 38.9 feet breadth for a 160 foot long vessel. She was literally a scow. The center board was not sufficient to slow the rolling.

Father bought this vessel when she was in Hong Kong, but the papers were not transferred until she came to Portland. She arrived in distress with a broken rudder. The ship's papers show she was owned $\frac{1}{2}$ by Anice J. Shields, and $\frac{1}{2}$ by Louis Knafllich. She was intended to be used in the Bering Sea freighting trade and the shallow draft characteristic made her most desirable for entering the shallow harbors of the eastern Bering Sea, and especially the Kuskokwim River.

The Certificate of Registry was issued in Portland, Oregon on October 25, 1915. She was operated by Shields and Knafllich for one year and then she was sold while in the San Francisco Bay area. The new owners are shown on the Certificate of Registry dated Jan. 30, 1917 as "Compania Comercial International, a corporation organized under the laws of the State of California, and having its principal place of business at San Francisco".

This new document states the Registry of Oct. 25, 1915....."Now surrendered, New owner, Rebuilt, District, Tonnage and Rig changed from schooner, and T.C. Eager, Admeasurer of Vessels having certified that the said vessel is a gas screw, that she has two decks, three masts, a plain head, and an elliptical stern....." The new under deck tonnage became 577.28 and the new net 445. See the copy of the document here.

The important detail in the life of the vessel was the apparent intended future. Father told me that one day, a Sunday, he was in San Francisco and having nothing special to do, he took the ferry to Oakland to have a look at this vessel and very possibly he had one other vessel in this yard. Anyway he had a pass to go anywhere on the waterfront and was well known in the shipyard so had no difficulty in going on board.

Upper: Schooner RUBY loaded with lumber at the mill in Bandon, Oregon waiting for the weather.

Lower: Schooner RUBY sailing across the bar at Bandon, Oregon, circa 1910

The changes that had occurred or were in the process of being accomplished aroused considerable suspicion in his mind. The ship yard had cut openings in the sides of the bulwarks, the cuts being adjacent to the rigging chain plates and thereby not visible from the outside. Under deck there had been installed considerable reinforcing directly under where the bulwarks were cut. Further there was stored a mass of pre cut lumber in the hold and the main deck had been covered with a deck house similiar to the ones he installed on the ESTHER and A.M.BAXTER. All in all the vessel, had in his mind, been outfitted to serve as a raider of shipping. The vessel would leave San Francisco and head for Mexico for the declared purpose of loading a cargo of something. Father reasoned differently. He figured once in Mexico the owners would place large guns or canons on the deck behind the openings in the bulwarks. The reinforcing was necessary to take the shock of the canon firing. The deck house overhead would hide the guns and the openings in the bulwarks would be opened only when they had come close to another vessel. The precut lumber was to construct living quarters for the crews of the vessels they would sink.

There was no wireless at that time and the U.S. had not as yet entered the war. However, the idea that a raider was being outfitted in an American port was unthinkable. He reported this idea to the U.S. Navy. Whether the Navy was aware of the project or not, he did not find out. The officer thanked him for the information and gave him the admonition not to discuss this with anyone, keep it secret. At any rate the vessel's documents were being stored at that time in the Custom House as was the common practice with all similar vessels. The Navy went to the Custom House and placed a small note on the ship's papers that they were not to be released to anyone but the person should contact such and such an officer. When the time came, the Captain of the HUGH HOGAN went to the Custom House to sign on as master and clear for Mexico. Instead he was directed to take the vessel to an anchorage site in the Bay. Somehow the papers were never released and the vessel lay there for months on end.

The copy of the Certificate of Registry to Compania Commercial Internation is attached and shows the notation that it was cancelled on October 11, 1917, etc.

A new Certificate of Registry was issued on March 21, 1918 showing G.W.McNear Inc. as owner and the rig as a gas screw. The tonnage was again increased to 746 gross and 562 net. This occurred on May 3 1918 at which time the name was changed to OZMO.

The vessel was next owned by the Northern Commercial Company, the transfer occurring on May 28, 1919 when she was placed under Enrollment and License. On April 17, 1920 the N.C.Co changed her to Registry and on May 18, 1920 she was again placed under Enrollment and License. This was the final document and was surrendered on May 22, 1922 with the notation "Vessel wrecked, total loss."

Mr. Victor C. West of North Bend Oregon quotes the following relative to the loss: "She struck on Orford Reef (near Port Orford, Ore.) on 5/18/22 while enroute to Alaska. The steamschooner DAISY came by and towed her up to Coos Bay but the OZMO broke loose and stranded on the Coos Bay south spit and the DAISY became waterlogged while trying to cross the Coos Bay bar. The DAISY managed to get inside and beached. She was repaired and back in service in a few days. The OZMO was finally towed into Coos Bay by the tug FEARLESS and beached off Empire, Ore. She became a total loss. The OZMO's master was Capt. John Worth."

TEMPORARY
REGISTER NO. 9

OFFICIAL NO. 201,550
LETTERS K T M P

UNITED STATES DEPARTMENT OF COMMERCE AND LABOR
BUREAU OF NAVIGATION

Rebuilt at _____, 1
Remeasured: _____, 1

Certificate of Registry

Measured: _____, 1
Number of crew, 8

IN PURSUANCE OF CHAPTER ONE, TITLE XXIII,

Regulation of Commerce and Navigation, Revised Statutes of the United States,

C. K. Forest, of Alameda, State of California, Master and Agent,

having taken and subscribed the oath _____ required by law, and having sworn _____ that
Anice J. Shields, owning 1/2, together with Louis Knaflich, 1/2, both of Seattle,
State of Washington, are

SEAL OF THE DEPARTMENT OF
COMMERCE AND LABOR

the only owners

of the vessel called the "HUGH HOGAN" of Seattle, Wash.,
whereof C. K. Forest is at present master, and is a Citizen of the United States, and that
the said vessel was built in the year 1904, at Marshfield, Oregon, of wood
as appears by P. E. No. 8, issued at Portland, Oregon, April 4, 1914, now surrendered, ownership
and home port changed, and said Enrollment
having certified that the said vessel is a Schooner, that she has
one deck, three masts, a plain head, and an elliptic stern; that
her register length is 160 feet, her register breadth 38.8 feet, her register depth 9.8 feet,
her height _____ feet; that she measures as follows:

	Tons	100 ^{ths}
Capacity under Tonnage Deck.	337	07
Capacity between Decks above Tonnage Deck.		
Capacity of inclosures on the Upper Deck, viz:	54	96
	Gross Tonnage.	392 --
Deductions under Section 4153, Revised Statutes, as amended by Act of March 2, 1885:		
Gross space 7.61; Master's cabin 9.73		
Steering gear; Anchor gear; Boatswain's stores		
Chart house; Donkey engine and boiler 19.48		
Storage of sails; Propelling power		
Total Deductions.	36	82
Net Tonnage.	355	--

The following described spaces, and no others, have been omitted, viz:

and the said _____ having agreed to the description and measurement
above specified, according to law, said vessel has been duly registered at this Port.

Given under my hand and seal, at the Port of Portland, Oregon, this 25th
day of October, in the Year One thousand Nine hundred and fifteen.

PLACE FOR
SEAL OF NAVAL OFFICER

PLACE FOR
SEAL OF COLLECTOR

NONE

Collector of Customs.

1 Insert name and address of person by whom oath or affirmation was made.

2 Substantive affirmation when necessary.

3 Substantive affirmation when necessary.

4 If there is only one owner, write "he" or "she" if more than one owner, write "he" for each owner, and the part owned, together with followed by the names of other owners, their shares and addresses.

5 Write "wood," "iron," "steel," or as required.

6 Give surrendered or must document or write certificate of builder. If FIRST document of a new vessel.

7 Write "said register," "said enrollment," or "said license." In the FIRST document of a new vessel, give the name and title of the recorder.

8 In the FIRST document of a new vessel, give the name of the person counterbalancing certificate of measurement.

UNITED STATES DEPARTMENT OF COMMERCE

BUREAU OF NAVIGATION

Rebuilt at San Fran- / 916.
cisco, Cal.
Remeasured: San Fran- / 916.
cisco, Cal.

Measured: _____
Number of crew, 14

Certificate of Registry

IN PURSUANCE OF CHAPTER ONE, TITLE XXIII,
"Regulation of Commerce and Navigation," Revised Statutes of the United States.

G. W. Bell of Berkeley, State of California, President,
having taken and subscribed the oath ² required by law, and having sworn ³ that
"Compania Comercial Internacional", a corporation organized under the laws of the
State of California, and having its principal place of business at San Francisco,
State aforesaid, is _____



This Certificate of Registry is cancelled under authority of telegram of the Commission of Navigation dated October 11, 1917, at San Francisco.

of the vessel called the HUGH HOGAN, of San Francisco
whereof L. A. Bowman is at present master, and is a citizen of the United States, and that
the said vessel was built in the year 1904, at Marshfield, Ore. of wood
as appears by ⁶ T. R. No. 9 issued at the port of Portland, Ore., October 25, 1915. Now surrendered, New
owner, Rebuilt, District, Tonnage and Rig changed from Schooner, and T.C. Bagar, Admeasurer of Vessels, ---
having certified that the said vessel is a Gas screw that she has
two decks three masts, a plain head, and a n elliptic stern, that
her register length is 160 feet, her register breadth 38 feet, her register depth 16 feet,
her height 20 feet, that she measures as follows:

	TONS	100'
Capacity under Tonnage Deck. ⁸	677	28
Capacity between Decks above Tonnage Deck.		
Capacity of inclosures on the Upper Deck, viz: ⁹ Foremast --- bridge --- poop --- trunk --- Ammunition room --- side --- chart --- mid --- access hallways 1.56; light and air spaces ---	1.56	
Brass Tonnage.	678	--
Deductions under Section 4153, Revised Statutes, as amended:		
Gross space 85.22; Master's cabin etc. 13.94	99.16	
Steering gear ---; Anchor gear 7.10; Boatswain's stores 4.72	11.82	
Chart house ---; Donkey engine and boiler 13.16; Radio house ---	13.16	
Storage of sails ---; Propelling power, actual spare ¹⁰ 62.16, 175% 108.78	108.78	
Total Deductions.	232.92	232 92
Net Tonnage.	445	==

The following described Spaces, and as others have been omitted, viz: ¹¹ _____

and the said ¹² G. W. Bell having agreed to the description and admeasurement above specified, according to law, said vessel has been duly registered at this Port.

Given under my hand and seal, at the Port of San Francisco, this 30th
day of January, in the Year One thousand Nine hundred and seventeen (1917).

PLACE FOR
SEAL OF NAVAL OFFICER

W. Marshall
Deputy Naval Officer.

PLACE FOR
SEAL OF COLLECTOR

K. S. Farley
Deputy Collector of Customs

¹ Insert name and address of person by whom oath or affirmation was made.
² Indelible ink, sufficient to last for years.
³ Indelible ink, sufficient to last for years.
⁴ If there is such a case, insert the name of the vessel and the name of the master.
⁵ Write "and register," "and equipment," or "and license" in the FIRST document of a new vessel, group, or
name and title of the master.
⁶ Name and grade of each compartment in double bottom and of each peak tank, and other
particulars of the vessel.
Upper: HUGH HOGAN loading lumber at a mill on the Umpqua River on the Oregon coast, circa 1910. 369
Lower: P.J. ABLER burning at Juneau, Alaska, Sept. 25, 1915.

Schooner P.J.ABLER

Father and Louis Knafllich became associated in the early years of the 1910's. They purchased the BENDER BROTHERS and the RUBY for use in trading activities in Bering Sea and the Arctic. Operations were very successful and in the spring of 1916 they chartered the three mast auxiliary schooner P.J.ABLER to increase their fleet and expand the scope of trading/freighting.

This little vessel was built in Seattle with the first document being a Permanent Enrollment dated April 24, 1900. She was originally a two mast schooner. This document was surrendered at Nome, Alaska on Sept. 1902 and a new one issued showing Nome as the home port.

There were several other issues of ship's documents, however, on June 14, 1905 a new Enrollment was issued as a three mast gas schooner. The dimensions and other particulars shown on the first and fifth documents are compared below.

	Rebuilt	Original
Length	97.2	69
Breadth	24.9	24.9
Depth	5.9	6.2
Net tons	78	73
Masts	3	2
Under deck tonage	92.29	66.47
Inclosures on upper deck	23.81	6.58
Gross tons	116.10	73
Deductions for propelling power.	37.15	
Head	Sharp	Sharp
Stern	Round	Elliptical

The last document in the National Archives files is the sixth. She was under Registry issued at Nome Alaska showing the owner as Edward A. Barnes of Nome and with Louis Knafllich as master. This document was surrendered on March 31, 1916 with the following notation: Vessel burned at Juneau, Sept. 29, 1915 crew 16, no lives lost.

The last voyage of the vessel was made from Seattle bound for Nome on a trading mission. Father and Louie Knafllich were partners in this venture.

The only information I have been able to uncover is the following article by Mr. R.N. DeArmond of Juneau, Alaska, the editor of the Alaska Journal:

SEPTEMBER 29, 1915:

In an afternoon spectacular, accompanied by the booming of exploding oil drums, the three masted Arctic trading schooner P.J.ABLER and her cargo went up in smoke and flames in the Juneau harbor.

The ABLER, owned by Edward A. Barn of Nome and under charter to the firm of Shields and Knafllich of Seattle sailed from Seattle on September 13, for the Kuskokwim River. She was in command of Captain E.B. Hoffman with a crew of seventeen and carried four passengers and a capacity cargo. The cargo included supplies for the schools at Goodnews Bay and Bethel, 30,000 feet of lumber, seventy eight rifles and a lot of ammunition, and 140 tons of trade goods owned by Karl Theile and R.S. Boyd. The two men, who were on the ABLER as passengers, were taking the goods to a post they were establishing at Reindeer City on the Kuskokwim River, about thirty miles upriver from Bethel.

Others with cargo on the schooner were the Kuskokwim Commercial Company, the Northern Commercial Company, John Dahl, and M. Rosenwald of Sand Point in the Shumagin Islands. The two other passengers were Mr. and Mrs. D. Sorsi. He had mining interests in the Kuskokwim country and Mrs. Sorsi was accompanying him north. It was her first trip to Alaska.

The ABLER's eighty horsepower Standard gasoline engine gave some trouble on the way up the Inside Passage to Wrangell and the schooner headed out Sumner Strait and past Cape Ommanay. She was about 115 miles past the Cape when a violent storm struck. The engine gave trouble again and the crew had to use the hand pumps and even then it was feared she might founder. The crew remembered that they had sailed from Seattle on the 13th and blamed their troubles on that fact.

The deck cargo, including lumber, coal, and provisions were valued in all at \$5,000 was jettisoned and the schooner headed back for protected waters. It was Monday, September 27, when she limped into the harbor at Juneau and dropped anchor near the Lawson Creek sandspit.

Two days later at about 11:13 A.M. one of the crew members thought he smelled raw gas and, taking a candle, he went into the engine room to investigate. He found the leak but instead of the explosion which might have resulted, there was only a fire. The crew fought it with such apparatus as was aboard but by noon the flames were getting beyond control and an alarm was sounded on the vessel's whistle.

The U.S. Lighthouse tender KUKUI was in port and her skipper, Capt. William Gregory, took her alongside the ABLER and soon four streams of water were pouring into the schooner. In a short time, however, the schooner's gas tanks began to explode and Captain Gregory pulled away and sent a boat to take off the ABLER's crew. He then got a line on the burning vessel, towed her to Douglas Island shore and beached her.

At 2:15 P.M. the first of fifty four 110 gallon steel drums of distillate exploded. The other fifth three followed at intervals. About 3 O'clock there was a terrific explosion that was thought to be the ammunition. Flames and explosions continued throughout the afternoon and about 8 O'clock in the evening the foremast toppled. The hull continued to burn most of the night.

Some of the crew members said it was bound to happen because the ship had been lengthened. She was built of oak especially for Arctic service and launched in Seattle as a two master. That was in 1900. A few years later she was sawed in two, twenty six feet of hull was spliced in, and another mast was added. That kind of doings always brought a vessel bad luck, said the sailors, and when that was coupled with sailing on the 13th of the month, it was too much to expect she could survive.

Captain Hoffman, who set the loss at about \$35,000, said the worst kind of luck he could think of right off hand was to look for a gas leak with a candle.

INSERT "PERMANENT" OR "TEMPORARY" Permanent REGISTER NO. 2-H
--

THE UNITED STATES OF AMERICA

DEPARTMENT OF COMMERCE

BUREAU OF NAVIGATION

OFFICIAL NO.	LETTERS
150869	

Rebuilt at Seattle, Wash., 1

Remeasured: _____, 1

DUPLICATE

Measured: _____, 1

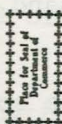
Number of crew, 8

Certificate of Registry

In Pursuance of Chapter One, Title XLVIII, "Regulation of Commerce and Navigation," Revised Statutes of the United States.

1 Edward A. Barnhaving taken and subscribed the oath¹ _____ required by law, and having sworn² _____ that

that he is _____



Commissioner of Navigation.

Eugene Tyler Chamberlain

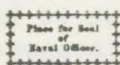
of the vessel called the P. J. ABLER, of NOME,
 whereof L. Knollich is at present master, and is a citizen of the United States, and that
 the said vessel was built in the year 1900, at Seattle, Wash. of³ _____
 as appears by⁴ Per. Enr. #1 issued at Nome, Alaska, July 19, 1905 now surrd. change trade
and said enrollment
 having certified that the said vessel is a Co. S.; that she has
one deck, three masts, a sharp head, and a round stern; that
 her register length is 97 $\frac{2}{10}$ feet, her register breadth 24 $\frac{9}{10}$ feet, her register depth 5 $\frac{9}{10}$ feet,
 her height 10 feet; that she measures as follows:

	TONS	MEAS.
Capacity under tonnage deck	92	29
Capacity between decks above tonnage deck		
Capacity of inclosures on the upper deck, viz:	23	81
GROSS TONNAGE	116	
Deductions under Section 4153, Revised Statutes, as amended by Act of March 2, 1895:		
Crew space _____; Master's cabin _____; Boatman's stores _____		
Steering gear _____; Anchor gear _____; Donkey engine and boiler _____		
Chart house _____; Propelling power <u>37.15</u>		
Storage of sails _____		
Total Deductions	37	15
NET TONNAGE	78	==

The following-described spaces, and no others, have been omitted, viz: _____

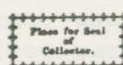
and the said⁵ Edward A. Barn having agreed to the description and admeasurement
 above specified, according to law, said vessel has been duly registered at the Port the Port of NOME, Alaska.

GIVEN under my hand and seal, at the Port of NOME, Alaska, this 12th
 day of August, in the year one thousand nine hundred and 11th



No. _____

Naval Officer.



C. D. Garfield

Dep. Collector of Customs.

¹ Insert name and address of person by whom oath or affirmation was made.
² Substitute "affirmation" when necessary.
³ Substitute "built" when necessary.
⁴ If there is only one owner write "he" or "she"; if there are two owners write "he (or she) owning" and the part owned, "together with" followed by the names of other owners, their shares and addresses.

⁵ Write "and," "or," "and," or as required.
⁶ One surrendered marine document or write "certificate of _____, builder." If first document of a new vessel.
⁷ Write "and register," "and enrollment," or "and license." In the first document of a new vessel, give the name and title of the owner.
⁸ In the first document of a new vessel, give the name of the person overwriting certificate of admeasurement.

Schooner ALBERT MEYER

The ALBERT MEYER was a three mast schooner built by Hans Bendixson in Fairhaven, California in 1896. She was 156 feet long, 36 feet breadth, and 11.9 feet depth of hull.

The original document shows Capt. C.H.Marshall as Master and seventeen other persons as fractional owners. These included Albert Meyer for 2/32; A.A.Baxter 2/32; J.J.Havside 1/32; H.D.Bendixson 6/32, and the captain with 3/32. The other owners all had small portions of 1/32 or 2/32. There were two men with only 1/64 portion each, T.M.Delano and W.M.Delano.

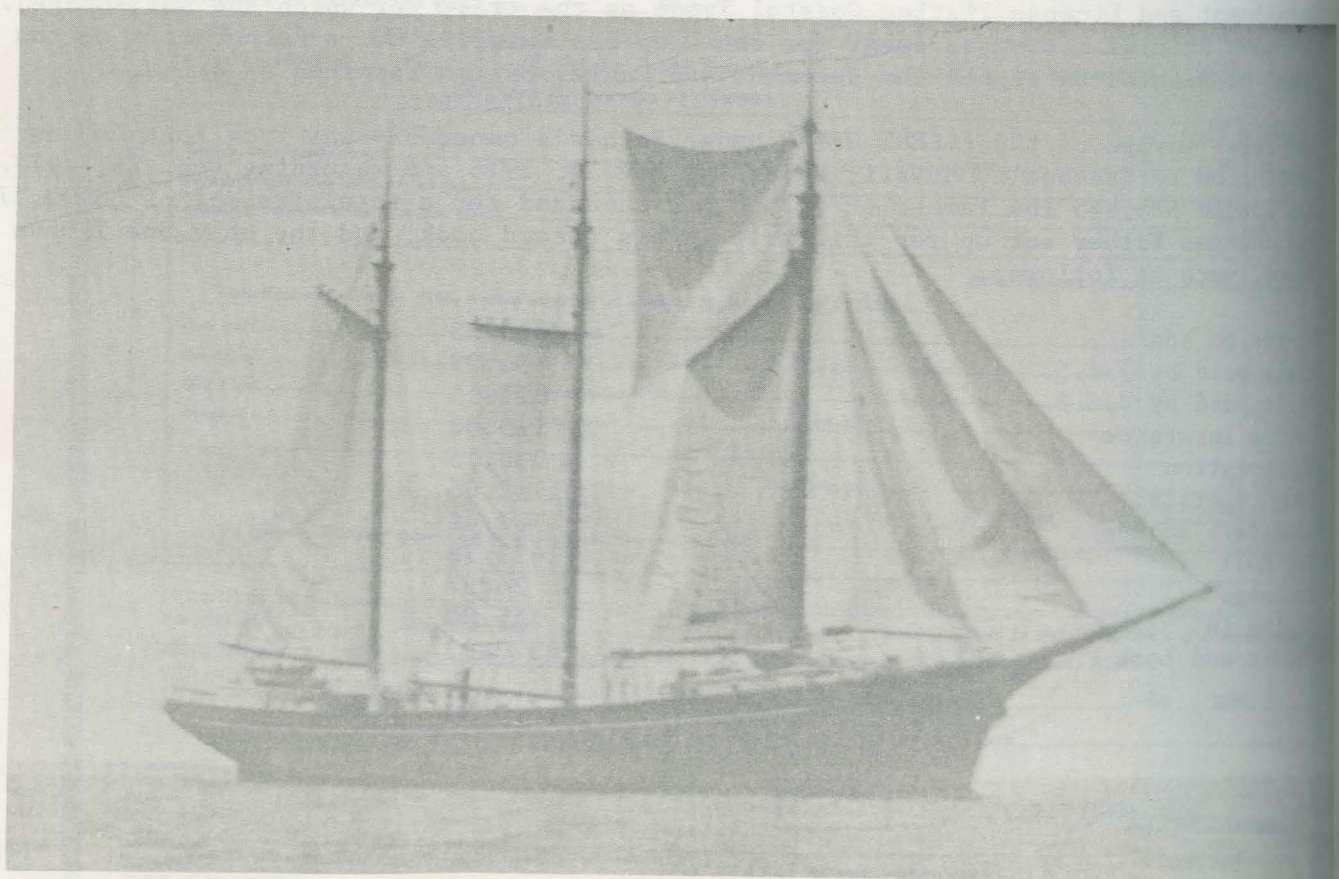
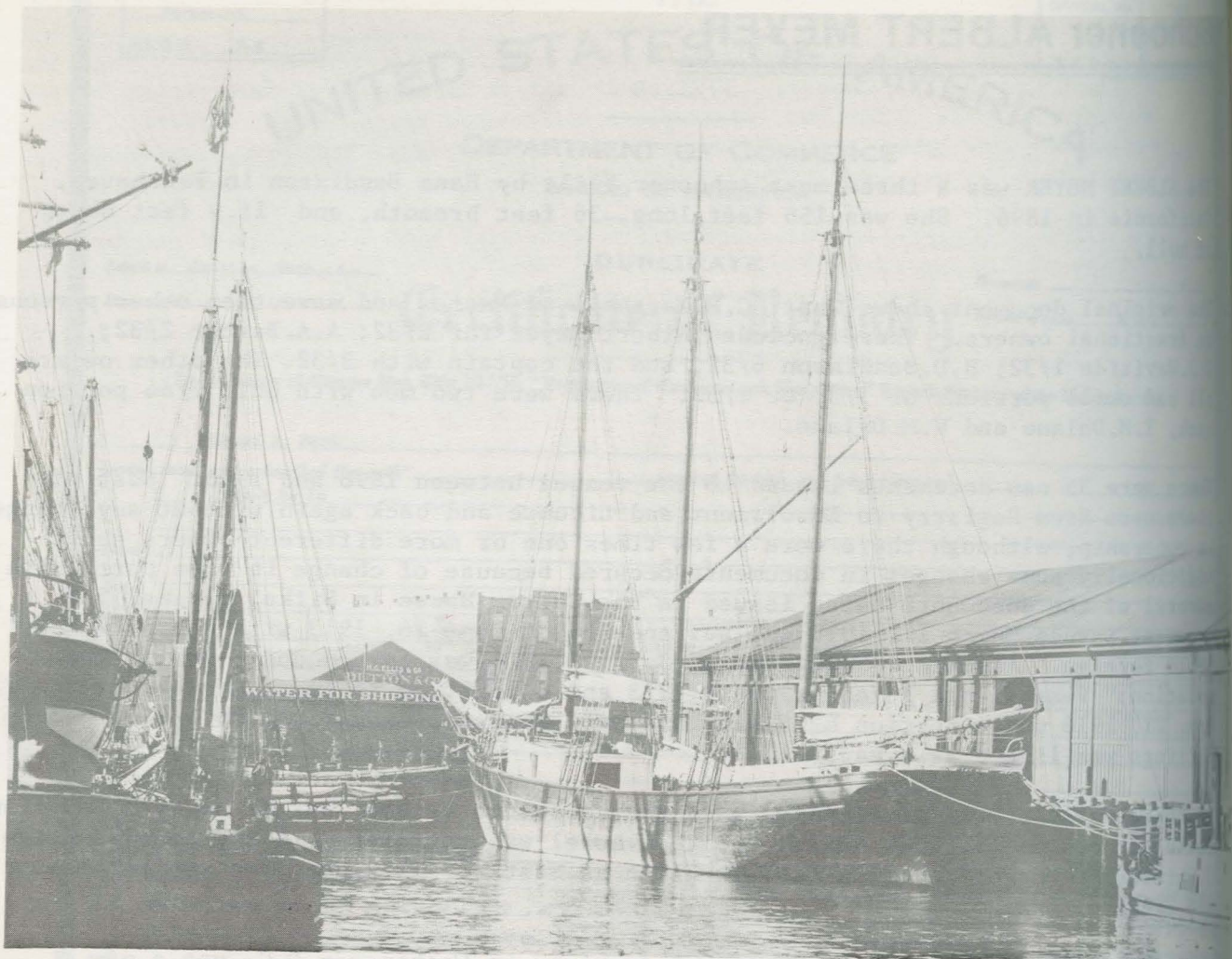
There were 35 new documents issued to the vessel between 1896 and 1916. Most of these were from Registry to Enrollment and License and back again without any change in ownership, although there were a few times one or more different owners show. Additionally some changes in documents occurred because of change in home port, with several of the documents being issued in the Custom House in Sitka, Alaska. The document issued March 11, 1912 was surrendered on June 26, 1913 with the notation "Sold foreign." Another document dated Jan. 21, 1916 was issued and contains this notation: "Vessel sold foreign, June 2, 1913 and readmitted to American Registry Jan. 21, 1916 under Section 4265 R.S. and said Register....." At this time George Billings was listed as owner.

On Sept. 7, 1916, George Billings sold the vessel to Father, but he being a Canadian could not own an American vessel, so the vessel was registered in the name of Anice J.Shields my Mother and with Daniel Martin as Master. This document was Enrollment and License.

The next document found in the National Archives in Washington D.C. was a new Enrollment and License listing Coastal Trade as the trade for which she was engaged. George W.Shields acting as agent for the Deep Sea Shipping Co. a Corporation of the State of Washington signed the document and Daniel Martin remained as captain.

The first voyage of the ALBERT MEYER under Father's ownership was from Port Ludlow Washington to Kaanapali, Hawaii, departing Nov. 4, 1916 and returning Feb. 28, 1917. She loaded 528,845 fbm lumber at \$17.00 per thousand for a total freight of \$8990.37. The charges Father set up for this trip in his record book, and the only one I have found, were as follows:

Stores on board	\$313.25
Bills paid by J.E.S.	754.29
Bills paid by J.E.S.	11.15
Marine Insurance	115.00
Depreciation	938.25
Company bills	1152.46
Kaanapali advances	701.40
Pay Roll	1453.78
Exchange	24.87
Towing in	155.00
Profit and Loss	<u>3370.93</u>
Total	\$8990.37



The
app
don

The
ship

Ha
occ
own
191
a T
wit
of
blu
doc
of

Fat
the
fro
tin
the
Bay

At
Za
wa
du
to
sch
A.
be
sa

Scho

There was a bill from Seattle Construction and Drydock Co for \$592.51 and this was apportioned for bookkeeping as follows: Hull \$157.90; Masts, rigging, anchors, spars, donkey windlass \$180.59; and caulking \$254.78.

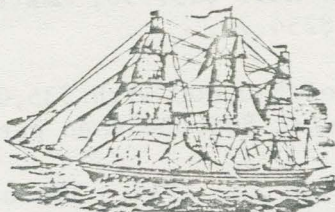
The record book shows a Capital Stock of \$50,000 with \$35,000 paid in plus the shipyard bill. Apparently the vessel cost \$35,000 when purchased from George Billings.

Hans Anderson signed on as Master on Feb. 28, 1917. The next change in documents occurred in Honolulu on Sept. 24, 1917 when Hans Anderson acting as agent for the owners surrendered the Coastal Enrollment and License and took out Registry. On Nov. 25, 1917 she was changed back to Enrollment and License in Seattle. Then on March 25, 1918 a Temporary Registry was issued in Honolulu and immediately followed the same day with a permanent Registry. Then on May 16, 1919, Father sold the vessel to L.A. Scott of Mobile, Alabama and the vessel was taken to the Atlantic Ocean never to see the blue waters of the calm (?) Pacific again. The sale was made in San Francisco. This document was later surrendered and contains this note: Lost. Stranded East Side of Marqueses Bank, Florida Keys. 5 persons on board, none lost.

FINIS to another fine West Coast built wood schooner.

Father was very proud of the ALBERT MEYER and her performance, especially so during the time Capt. Hans Anderson was Master. She was primarily engaged in hauling lumber from Puget Sound mills to Hawaiian Islands. Sometimes she returned empty and other times Father was fortunate to secure a return cargo of copra. On at least one return the vessel brought a cargo of raw sugar to the Spreckles refinery on San Francisco Bay.

At the time of the loss of the A.M. BAXTER outside Suva, the ALBERT MEYER was at Zamboanga on the island of Mindanao in the Philippine Islands loading copra. This was an extremely distant port for a vessel of this size to find a profitable cargo, due to the long time going and coming. Anyway, Father instructed Capt. Hans Anderson to stop at Suva, Fiji on the return and salvage what he could and if possible the schooner A.M. BAXTER herself from her stranded position on the reef. However, the A.M. BAXTER had suffered a broken back on the first impact and was never capable of being salvaged, let alone several months later. Capt. Anderson did salvage some sails and other hardware.



CERTIFICATE OF ENROLLMENT.

In conformity to Title L, "REGULATION OF VESSELS IN DOMESTIC COMMERCE," of the Revised Statutes of the United States.

of the United States.

Capt C. H. Marshall of San Francisco California
having taken and subscribed the Oath required by law, and having sworn that he during
3/32 together with Albert Meyer 3/32 Wm Davis 1/32 W. W. Delano
1/64 T. M. Delano 1/64 B. H. Hanson 1/32 J. J. Hariside 1/32 E.
Hohake 1/32 A. A. Baster 2/32 C. C. Bryer 1/32 J. D. Jacobs
1/32 O. J. Olsen 1/32 B. Bunderson 1/64 J. W. Callahan 1/64 Jas
Rolph Jr 1/32 all of said place Thomas Collic of Alameda
2/32 Hannery Klink 2/32 H. F. Jarvis of said place 2/32 John
J. Stefan of Oakland 1/32 H. D. Bendixen of Eureka 1/32
and H. W. Jackson of Riverside 2/32 all of State
of or said

'citizen of the United States, and the sole owner of the vessel called the ALBERT MEYER
of San Francisco, whereof Charles H. Marshall, a citizen of the
United States, is master, and that the said vessel was built in the year 1896 at San Francisco Cal
as appears by Master's Computations, Certificate of Certificate of admittance
of registry U. S. Custom House at Emery California
and Said Certificate having certified that the said vessel is a Schooner
built of wood; that she has One deck, three masts, Violet head, single
stern; that her length is 156.0 feet, her breadth 36.0 feet, her depth 11.9 feet, her height
feet; that she measures as follows:

	TONS	100lbs.
Capacity under tonnage deck	385	66
Capacity between decks above tonnage deck		
Capacity of inclosures on the upper deck, viz:	73	35
Gross Tonnage	459	01
*Deductions under Section 1153, Revised Statutes, as amended by Act of March 2, 1895:		
Crew space, 144, 21; Master's cabin, f. Crew space 20 24; 2 1/2 6 1/2		
Steering gear, ; Anchor gear, ;		
Boatswain's stores, 14 6; Chart house, ; Storage of sails, 12 4; 16 2 0		
Donkey engine and boiler, ; Propelling power, ;		
Total Deductions	60	82
Net Tonnage	398	19

that the following-described spaces, and no others, have been omitted, viz: _____, and "the said Capt C. H. Marshall having agreed to the measurement" _____ said Vessel has been duly Enrolled at the Port of Essex Co Cal

Given under my hand and seal at the Port of Eureka, in the District of Humboldt
this 19 day of June, in the year one thousand eight hundred and ninety six

Naval Officer.

B. T. McDonald
Collector of Customs.

¹ Insert word "Permanent" or "Temporary," as required.
² Insert name and address of the one who swore or affirmed.
³ "Sworn" or "affirmed."

* If there be only one owner, insert "he" or "she;" If more than one owner, add word "owning" after "be" or "she," cite part owned, then insert names of other owners, their shares and addresses.

* See Regulations regarding the documentation of different classes of vessels.

¹⁰ In every original enrollment insert words "the mid _____ having agreed to the description and measurement above described."

Permanent or Temporary, TEMPORARY
Certificate No. 89

THE UNITED STATES OF AMERICA

DEPARTMENT OF COMMERCE
BUREAU OF NAVIGATION

OFFICIAL NO.	LETTERS
107226	K M R T

Rebuilt at _____ in 19____
Remeasured at _____, 19____

Measured at _____, 19____
Number of Crew 8.

Consolidated Certificate of Enrollment and License

(SECTIONS 4319 AND 4321, REV. STATS., AND ACT OF APRIL 24, 1908)

In Conformity to Title L, "Regulation of Vessels in Domestic Commerce," of the Revised Statutes of the United States

Daniel Martin of Seattle, State of Washington, agent,
having taken and subscribed the oath _____ required by law, and having sworn _____ that
Anice J. Shields of said place and State is a

citizen--of the United States and the sole owner-- of the vessel called the

(Name of vessel.) ALBERT MEYER, of Seattle, (Home port.)
and that the said vessel was built in the year 1896, at Fairhaven, Cal., of wood
as appears by P. R. No. 116 issued at this port January 21, 1916. Now surrendered. New owner, District
and Trade changed _____
and said Register _____ having certified that
the said vessel is a Schooner; that she has
one deck, three masts & a billet head, and a n elliptic stern; that
her register length is 156 feet, her register breadth 36 feet, her register depth 11 feet,
her height 18 feet; that she measures as follows:

	TONS	100ths
Capacity under tonnage deck, - - - - -	385	66
Capacity between decks above tonnage deck, - - - - -	73	35
Capacity of inclosures on the upper deck, viz: - - - - -		
Gross tonnage, - - - - -	459	--
Deductions under Section 4153, Revised Statutes, as amended by Act of March 2, 1895:		
Crew space, <u>14.21</u> ; Master's cabin, & C. S. <u>30.41</u>	44.62	
Steering gear, - - - - -; Anchor gear, - - - - -; Boatswain's stores, <u>4.86</u>	4.86	
Chart house, - - - - -; Donkey engine and boiler, - - - - -		
Storage of sails, <u>11.34</u> ; Propelling power, - - - - -	11.34	
Total deductions, - - - - -	60.82	
Net tonnage, - - - - -	398	82

The following-described spaces, and no others, have been omitted, viz: _____

And _____ having agreed to the description and measurement above specified,
the said vessel has been duly ENROLLED at this PORT:

LICENSE

And Daniel Martin, the master, having sworn that he is a citizen of the United States, that this license shall not be used for any other vessel, or for any other employment than is herein specified, or in any trade or business whereby the revenue of the United States may be defrauded:

LICENSE is hereby granted for the said vessel to be employed in carrying on the Coasting Trade for ONE YEAR from the date hereof, and no longer.

GIVEN under my hand and seal at the PORT of San Francisco
District of San Francisco, this 7th day of September
in the year ONE THOUSAND NINE HUNDRED AND sixteen (1916)

J. Marshall
Acting Deputy Naval Officer.

N. S. Farley
Deputy Collector of Customs.

1. Insert name and address of person by whom such endorsement was made.
2. "Endorsement" referring to "when necessary."
3. "Endorsement" referring to "when necessary."
4. If there is only one owner, write "he" or "she;" if more than one owner, write "he (or she) owning" and
the full name, "together with" followed by the names of other owners, their shares and addresses; if incorporated com-
pany is sole owner, or part owner, write after the corporate name, "incorporated under the laws of the State of _____."
5. Write the name exactly as shown on the vessel.
6. Write "steam," "sail," "masted," or as required.

7. On surrendered marine document or write "certificate of _____, builder." If first document of a new vessel.
8. Write "and register," "and enrollment," or "and license." In the first document of a new vessel, give the name
and title of the master.
9. For a steam or gasoline vessel, write "steam (or gas) side-wheel," "steam (or gas) stern-wheel," "steam (or gas)
propeller," as case may be.
10. In the first document of a new vessel, give the name of the person countersigning certificate of measurement.
11. Insert "Coasting Trade," "Ool Fishery," or "Mackerel Fishery," as the case may be.

Schooner ESTHER Ex. HARRIET G

Father owned and operated this vessel for several years in the offshore shipping business. This vessel had a many owner life, some of which is worth repeating. In September 1979 I visited the National Archives in Washington D.C. to seek out information on all the vessels Father had been involved with.

The earliest document in the historical file showed the vessel as a two mast brigantine owned by Gorman and Co. of Anacortes with S.Harrington of Seattle as secretary. At this time she was under Registry. Next she passed to the Anacortes Fishing Co, then B.J.Blomskog, and on March 28, 1917 to State Navigation Co of Seattle. All this time she was under registry.

It is presumed this last owner was the one responsible for her loading and sailing from Puget Sound with a cargo of lumber. According to McCurdy's Maritime History, she capsized off Cape Flattery, was salvaged and towed to Seattle by a halibut schooner. Photos show that the deck load was lost, the masts lost and segments of the bulwarks were carried away.

She was purchased by the Pacific Coast Codfish Co. on Sept. 21, 1917. The Company minutes book shows the cost as \$19,250.00 and that it "has to spend a very large amount to complete constructional changes and for supplies, as the vessel had absolutely no equipment on board". The new document, also Registry, also shows the rig, tonnage, and name changed. The rig was changed from brigantine to three mast schooner; the name changed from HARRIET G. to ESTHER; and the net tonnage changed from 188 to 197.

The next document, also Registry was taken out in San Francisco on Mar. 4, 1919 and showing the Deep Sea Shipping Co as owner. Again reference is made to the records of the Pacific Coast Codfish Co, and these show the sale to J.E. Shields for \$27,500.00 net. The Company minutes are dated April 25, 1918. Accordingly I assume Father did not get the clear title until the Mar. 4, 1919 new document was issued.

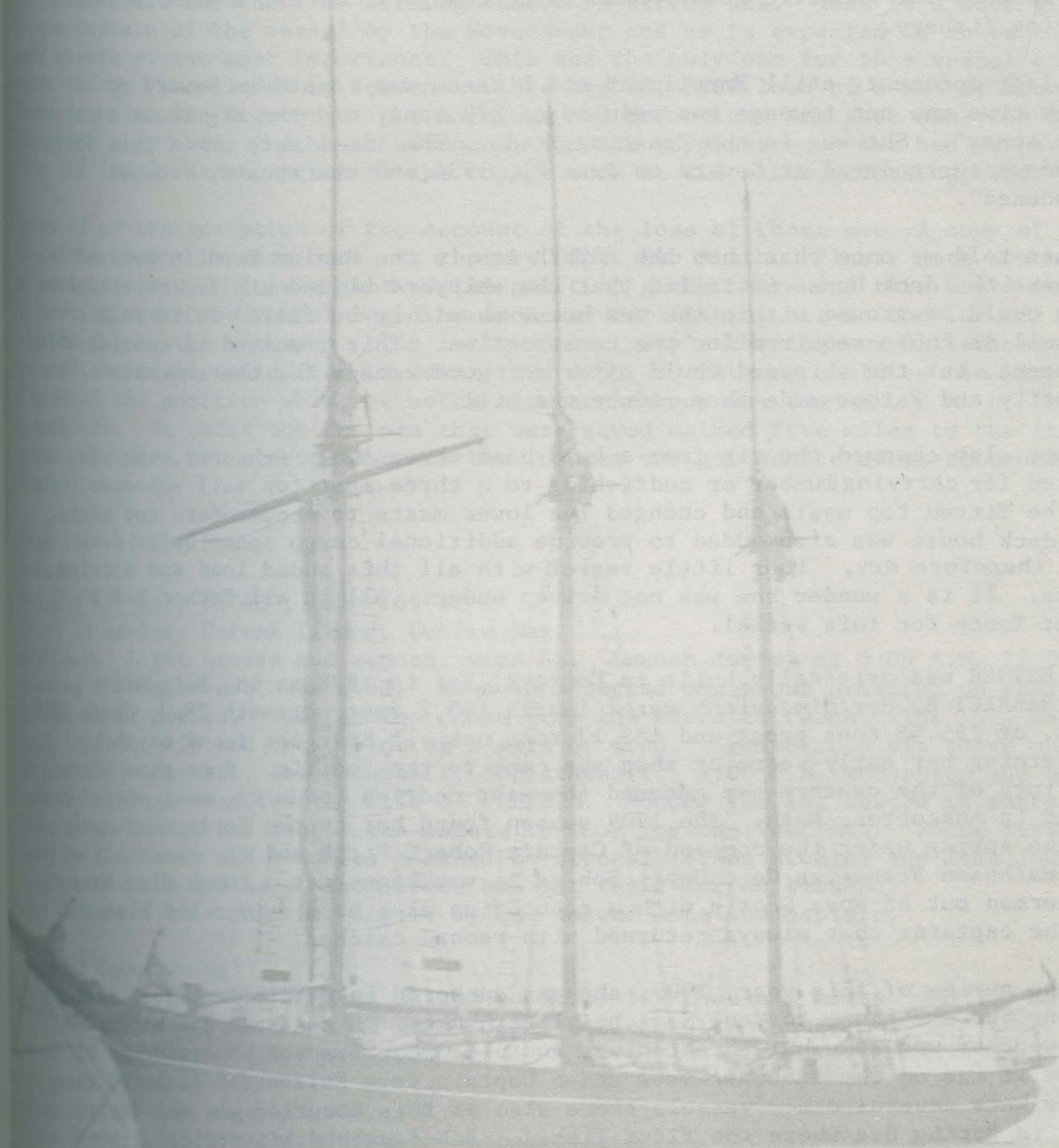
Continuing with the vessel documents: another document, still Registry was issued on Oct. 27, 1919 in San Francisco showing Capt. Harry Dyer as master, and noting the tonnage was increased to 256 net. This was probably after Father had installed a new deck house the full length of the deck from the after house to the forward deck house, thus providing additional space under deck where case oil could be carried. On May 8, 1920 a new captain, Vincent Chevalier signed the papers as master.

On March 5, 1919, the day after the new Registry was issued in the name of Deep Sea Shipping Co, totally owned by Father, the vessel was lying in San Francisco harbor preparatory to departing for Wanganui, New Zealand, a fire broke out doing considerable damage. The vessel had to be towed to the mud flats, where the fire was extinguished. Then the vessel was taken to Point Orient, the Standard Oil Co plant where the case oil was off loaded. Next to Hanlon's Shipyard in Oakland for repairs after which the cargo was reloaded and the voyage was completed. The insurance account in full concerning the fire is included elsewhere in this family history.

Next, on Feb. 27, 1922 the document was changed from Registry to Enrollment and License in the name of Deep Sea Shipping Co and with J.E.Shields as master. Again the documents were changed on March 3, 1922 to J.E.Shields as owner and P.A.Slottstrom as master. I do not know where Father had her working at this time.

=====

Schooner ESTHER after being reregged and with top masts installed.



Father sold the ESTHER to Ottar Hofstad a herring packer of Seattle on April 21, 1924 and the vessel reverted again to Registry. The next document was issued in Seward Alaska, still showing Ottar Hofstad as owner, but now under Enrollment and License. It should be noted that Registry is the proper documentation for a vessel when engaged in foreign trade, and Enrollment and License for domestic trade. Hence the change to E. and R when in the herring fishery.

The last document, still Enrollment and License was issued in Seward at which time the net tonnage was reduced to 229 tons, and the rig shown as 'gas screw'. She was in the Coasting Trade. The final note shows this last document surrendered at Seward on June 21, 1934, and the reason, "vessel abandoned".

Father told me once that when the ESTHER was in the Hanlon Yard in Oakland to have the deck house installed that the shipyard billed him for more timbers than could be stowed within the new house should it be filled solid full as well as those required for the construction. This resulted in considerable argument, but the shipyard could offer no good reason for the enormous quantity and Father made them reduce the bill.

Father also changed the rig from a bald head three mast schooner, that was suited for carrying lumber or codfishing to a three mast top sail schooner; ie, he fitted top masts and changed the lower masts to accommodate top masts. The deck house was also added to provide additional cargo space below deck and therefore dry. Poor little vessel with all this added load and driving force. It is a wonder she was not driven under. All in all Father had a great fancy for this vessel.

The ESTHER was originally built in Norfolk, Va. in 1878 as the Brigantine rig HARRIET H. Her dimensions were: length 130.2 feet, breadth 28.0, depth 10.5 feet, of 255.55 tons gross and 188.17 tons net. I have not found anything concerning her early years or when she came to the Pacific. Some time after the turn of the century she entered the salt codfish industry, most of the time based in Anacortes, Wash. The 1909 season found her in the Bering Sea early in the spring under the command of Captain Robert Firth and the ownership of the Matheson Fisheries Co. Capt. Bob as he was known was a tough Blue Nose fisherman out of Nova Scotia with a reputation as a hard driver but also one of the captains that always returned with record catches.

In the spring of this year, 1909, she was anchored in Dublin Bay, just inside Bering Sea and close to Cape Sarichef Lighthouse. On this one day of record, the weather was somewhat threatening, and old Oscar Franson who told me about it was on the schooner VEGA under Captain Pete Nelson and anchored there. There were several other vessels there also as this location was the first spot in Bering Sea where the fleet fished. Bob launched his dories with a light breeze from the southwest. The weather was quite unsettled according to the accounts I have heard from some of the men who were there that day but on other vessels. The captains of all those other vessels did not launch their dories on that morning, May 15, 1909, rather they chose to wait a little and see what was in store. They could always launch dories up to noon if the weather moderated.

In those days the dories had no engines, rather the fisherman depended on the small sail and his pair of oars. These dories were later referred to as "hand dories", where as those with engines were "power dories". Instead of the weather improving as the day wore on, it got worse fast. By 11:00 A.M. there was a severe storm and sometime later the chain that anchored the vessel parted and she began drifting toward the beach. One man made it to the CITY OF

PAPEETE and eight men were carried ashore, two alive and six dead. The two walked five miles to the Cape Sarichef Lighthouse. The body of the First Mate, James McDonald was found and buried ashore. The others were not found.

I visited the Federal Records Center in Seattle and found an official log book for this vessel for the 1909 fishing season in Bering Sea. This is a book given to the Captain of the vessel by the Government and he is expected to enter therein only events of the most importance. This was the only one for this vessel and among other things it included an account of the May 15, 1909 loss of 6 men by drowning. There was also the account of the earnings and deductions for each man, the deductions being for slop chest purchases advances, and the supplies each man had purchased from the supply stores prior to the voyage such as oil skins, clothing, etc.

Below is my transcription of the account of the loss of those men. A copy of the Captain's report is also here, as kept by Capt. Bob Firth. Please note how he used phonetic spelling. I also plotted the position given there and this would not be a location where the vessel would be anchored for fishing, it is too far off shore and too far to the westward. The location on today's chart shows 51 fathoms and no codfish vessel would fish in water this deep, 30 fathoms would be the maximum. I plotted the position where he notes the mate's body was buried, 9 miles from the lighthouse. He notes the two men that were saved walked five miles to the lighthouse. He does not mention whether the two men who got ashore alive returned to the vessel.

Page 32 of log book:

Sunday, 1909

May the 15. Lat. 54°43'; Long 165°12'.

Lying to anchor, Unimak Island, Dublin Bay.

4:00 A.M. Light breeze and smooth, wind SW. Launch dories at 5:00 A.M. 11:00 A.M. blowing strong breeze, WSW wind. Noon ship parted chain and drifting on shore.

Picked up 12 dories, 9 dories top close (to) the shore to reach. The ship made sail to save ship and crew, blowing a gale of wind. Headed ship off shore under storm sail; mainsail, lower topsail, forestaysail. 4:00 P.M. moderated and one man, John Wigger boarded the CITY OF PAPEETE. Monday the 16. Headed in shore and came to an anchor and sent 4 men ashore to look for the lost men. Found first mate body on the shore and 8 dories smashed to pieces. James Hinkley and John Johnson landed on shore and saved themselves but got their dories smashed.

The bottom of this page was signed by the second mate and captain.

Page 33 (continuing)

James Hinkley and John Johnson walked to (the) lighthouse 5 miles. Buried mate's body in Dublin Bay, 9 miles NE from (Cape) Sarichef Lighthouse.

6 of the crew drowned.

Also on the same page: May 16.

John Wigger with a gathered finger on board ship.

July 17; Robert Courage sick on board ship. Sent Robert Courage home in Schooner FORTUNA. Signed from on board ship.

This was then signed by the second mate (the mate having been lost) and the captain.

Then also in this book on page 46 another account of the lost men. There was no indication of why two accounts.

Sunday, May the 15. To an anchor in Bering Sea, Unimak Island, Dublin Bay.

Lat 54°43'; Long. 165°12'. Launch dories in morning, 5:00 A.M., light breeze to SW.

10: A.M. breeze to WSW, dories to leeward of ship. 11:00 A.M. ship parted chain and drifting on dories and shore. Picked up 12 dories. Noon no dories in sight. To

save crew and ship made sail. Storm sail, main staysail, fore topsail, fore stay-sail and headed NW. Nine dories missing from ship. Crew drowned from ship, First Mate James McDonald, Peter Whalen, John Peterson, Olaf Peterson, Edward McGrath, and Sigward Martinson.

The dress gang had quite a time to heave the anchor as they did not have the fishermen to help and the anchor was hoisted by hand. Further the sails were hoisted by hand also by this small not too experienced crew that were still on board. Bob set all the sails he could carry and sailed to leeward, straight for the beach, then along the shore line, just outside the breakers picking one dory after the other. He was well experienced at this for on the Grand Banks the codfish schooners had to sail down to the dories to pick them up, although in Bering Sea this practice was unheard of. Old Bob knew well how important this was, for if he did not get a man, that man would most likely drown. On this day he picked up about half of the dory men by sailing forth and back along the line of breaking seas in the shallow water. Finally, he had to give up.

The copy of the official log book for the vessel is copied and attached here and tells the tale in the words of Capt. Bob Firth.

The weather phenomenon that occurred that day I have seen repeated on several occasions and it has come to be known as "The Widow Wind". It starts calm or nearly so with a clear sky and possibly the sun showing through for the first time in several days. A person in Bering Sea for the first time might think "Hooray", we finally have a nice day. Then all hell breaks loose, the wind comes from the SW to NW in full gale strength. Heaven help any fisherman who gets caught out in his dory.

Note: One of the men reached the CITY OF PAPEETE. Capt. Firth used a phonetic spelling above. She was called the City Of Pap-eat rather than the proper pronoun

Permanent OFFICIAL NO

107 95,504

UNITED STATES AMERICA
DEPARTMENT OF COMMERCE

BUREAU OF NAVIGATION

Rebuilt at _____, 1
 Measured: _____, 1
 Re-measured: _____, 1
 Number of crew, 7

IN PURSUANCE OF CHAPTER ONE, TITLE XLVIII

"Regulation of Commerce and Navigation," Revised Statutes of the United States.

Frank P. Dow. Seattle. Wash., Agent.

having taken and subscribed the oath ² required by law, and having sworn ³ that ⁴ the Pacific Coast Codfish Company, a corporation organized under the laws of the State of Washington, is

SEAL OF THE DEPARTMENT OF
COMMERCE

the only owner.

of the vessel called the ESTHER, of Seattle,
whereof Henry Dyar is at present master, and is a Citizen of the United States, and that
the said vessel was built in the year 1878, at Norfolk, Va., of wood
as appears by P. R. No. 389 issued at Seattle, Wash., March 28, 1917, surrendered, property, rig,
tonnage and name changed, authorized by ~~xxxx~~ Bureau letter dated August 17, 1917, and said register
and Acting Admesurer Allen, Schooner, that she has
having certified that the said vessel is a
one deck, three masts, a billet head, and a transom stern, that
her register length is 130.2 feet, her register breadth 28.0 feet, her register depth 10.5 feet,
her height 10 feet; that she measures as follows:

		TONS	100 th
Capacity under Tonnage Deck. ⁹		190	31
Capacity between Decks above Tonnage Deck.			
Capacity of inclosures on the Upper Deck, viz: ⁹ Forecastle bridge poop trunk		32	25
house-mid side chart radio engine hatchways light and air spaces			
Gross Tonnage		222	56
Deductions under Section 4153, Revised Statutes, as amended:			
Gross space	18.00	Master's cabin	4.78
Storing gear		Anchor gear	
		Boatswain's stores	2.32
Chart house		Donkey engine and boiler	
		Radio house	
Stowage of sails		Propelling power, actual space ¹⁰	
Total Deductions		25	10
Net Tonnage		197	

The following described Spaces, and no others, have been omitted, viz: "

Galley 3.73; toilet 1.02; separate structures exempted, open forecastle 6.31; toilet .50

and the said ¹² Frank P. Dow *having agreed to the description and admeasurement*
above specified, according to law, said vessel has been duly registered at this Port.

Given under my hand and seal, at the Port of Seattle, this 21st
day of September, in the Year One thousand Nine hundred and seventeen (1917).

No

Naval Officer

Deputy Collector of Customs

(I have seen and witness of persons by whom such or affirmations were made)

† Indicate significant when necessary

It took a while and some words but in the end there was a common word for the first that morning and the poet

1. The word "and" is not required.

It is recommended that no placement or words 'certificates of'

7. Write "said regulator," "said amendment," or "said license" in the FIRST document of a new vessel, give the

name and title of the messenger
 R. Norris and give language of message

for smaller ballnet which is introduced here in

10 insert language representing actual machinery space

12. In the "HRT" document of a case must give the name of the person concerninging certificate of

REGISTER NO. 171

OFFICIAL NO. 95504
LETTERS JSTH

UNITED STATES DEPARTMENT OF COMMERCE

BUREAU OF NAVIGATION

Measured: ---, 1
Rebuilt at: ---, 1
Remeasured: ---, 1

Certificate of Registry

IN PURSUANCE OF CHAPTER ONE, TITLE XXIII,

Radio call: ---
Service: O. Freight.
Number of crew: 7

Regulation of Commerce and Navigation, Revised Statutes of the United States.

SEAL OF THE DEPARTMENT OF COMMERCE

Cyrene Dyer Chamberlain
Commissioner of Navigation

Henry Dyer of Seattle, State of Washington, Agent,
having taken and subscribed the oath ² required by law, and having sworn ³ that
the "Deep Sea Shipping Company," a corporation organized under the laws of the
State of Washington, and having its principal place of business at Seattle,
State aforesaid, is
the only owner.

of the vessel called the E S T H E R, of Seattle
whereof Henry Dyer is at present master, and is a citizen of the United States, and that
the said vessel was built in the year 1 078, at Norfolk, Va. of wood
as appears by P. R. Co. 107 issued at the port of Seattle, Wash., September 21, 1917, for
surrendered, New owner, and said Register
having certified that the said vessel is a Schooner, that she has
one deck, three masts, a billet head, and a transom stern; that
her register length is 150.1 feet, her register breadth 26.0 feet, her register depth --- feet,
her height --- feet, that she measures as follows:

Capacity under Tonnage Deck.		TONS	NET
Capacity between Decks above Tonnage Deck.		25.0	52
Capacity of inclosures on the Upper Deck, viz: Forecastle, bridge, poop, trunk		52	25
Household, side, chaf, midin, escape hatchways, light and air		52	25
Deductions under Section 4151, Revised Statutes, as amended:			
Gross space 16.00	Master's cabin 4.78	22.78	
Steering gear	Anchor gear	Boatswain's stores 2.52	2.52
Chart house	Donkey engine and boiler	Radio house	
Storage of sails	Propelling power, actual space		
Total Deductions		25.10	
Net Tonnage			26.90

The following-described spaces, and no others, have been omitted, viz: Forepeak used for water-ballast, open fore-castle, open bridge, open poop, open shelter deck, anchor gear, steering gear, donkey engine and boiler, light and air wheelhouse, galley, condenser, water-closets, cabins, and the said ¹³ having agreed to the said certificate and not to be bound by any special agreement to law, the vessel has been duly registered at this Port.

Given under my hand and seal, at the Port of San Francisco, this
day of March, in the Year One thousand Nine hundred and nineteen
1919

PLACE FOR SEAL OF NAVAL OFFICER

PLACE FOR SEAL OF COLLECTOR

1. Insert names and addresses of persons by whom oath or affirmation made.
2. Such certificate is not valid unless countersigned by the Commissioner of Navigation.
3. Such certificate is not valid unless countersigned by the Commissioner of Navigation.
4. If there is only one owner, write "he" or "she"; if more than one owner, write "they"; and the part of the certificate following shall be signed by the owner or owners.
5. Such certificate is not valid unless countersigned by the Commissioner of Navigation.
6. If the vessel is a steam vessel, give the name of the person owning the vessel, and the name of the person owning the engine.
7. If the vessel is a sailing vessel, give the name of the person owning the vessel, and the name of the person owning the sails.
8. If the vessel is a motor vessel, give the name of the person owning the vessel, and the name of the person owning the engine.
9. If the vessel is a steam vessel, give the name of the person owning the vessel, and the name of the person owning the engine.
10. If the vessel is a sailing vessel, give the name of the person owning the vessel, and the name of the person owning the sails.
11. If the vessel is a motor vessel, give the name of the person owning the vessel, and the name of the person owning the engine.
12. If the vessel is a steam vessel, give the name of the person owning the vessel, and the name of the person owning the engine.
13. If the vessel is a sailing vessel, give the name of the person owning the vessel, and the name of the person owning the sails.

List of Crew and Report of Character.

Christian and Surname (at length) of each person.	Capacity engaged.	Report of character.*		See page.
		Conduct.	Ability.	
James McDonald	Mate	EG	=	
Steven Cavanaugh	2nd Mate	EG	=	
Vincint Chivalier	Fisheran	EG	=	
William Jacobson	Fisheran	EG	=	
John Wigger	Fisheran	EG	=	
John Petersom	Fisheran	EG	=	
Peter Whalen	Fisheran	EG	=	
John Fox	Fisheran	EG	=	
Edward McGrath	Fisheran	EG	=	
Olof Petersom	Fisheran	EG	=	
Harry Lange	Fisheran	EG	=	
Michael Killey	Fisheran	EG	=	
Louis Wilson	Fisheran	EG	=	
James H Hinkley	Fisheran	EG	=	
John McIntosh	Fisheran	EG	=	
Jules Monson	Fisheran	EG	=	
Eligh Hopkins	Fisheran	EG	=	
Peter Timmons	Fisheran	Sined on Ship		
John Johnson	Fisheran	Sined on Ship from Dress		
Emel Johnson		Deasted Ship		
Andrew Anderson		Deasted Ship		
Stephen Cavanaugh	Master	Robert Fish		

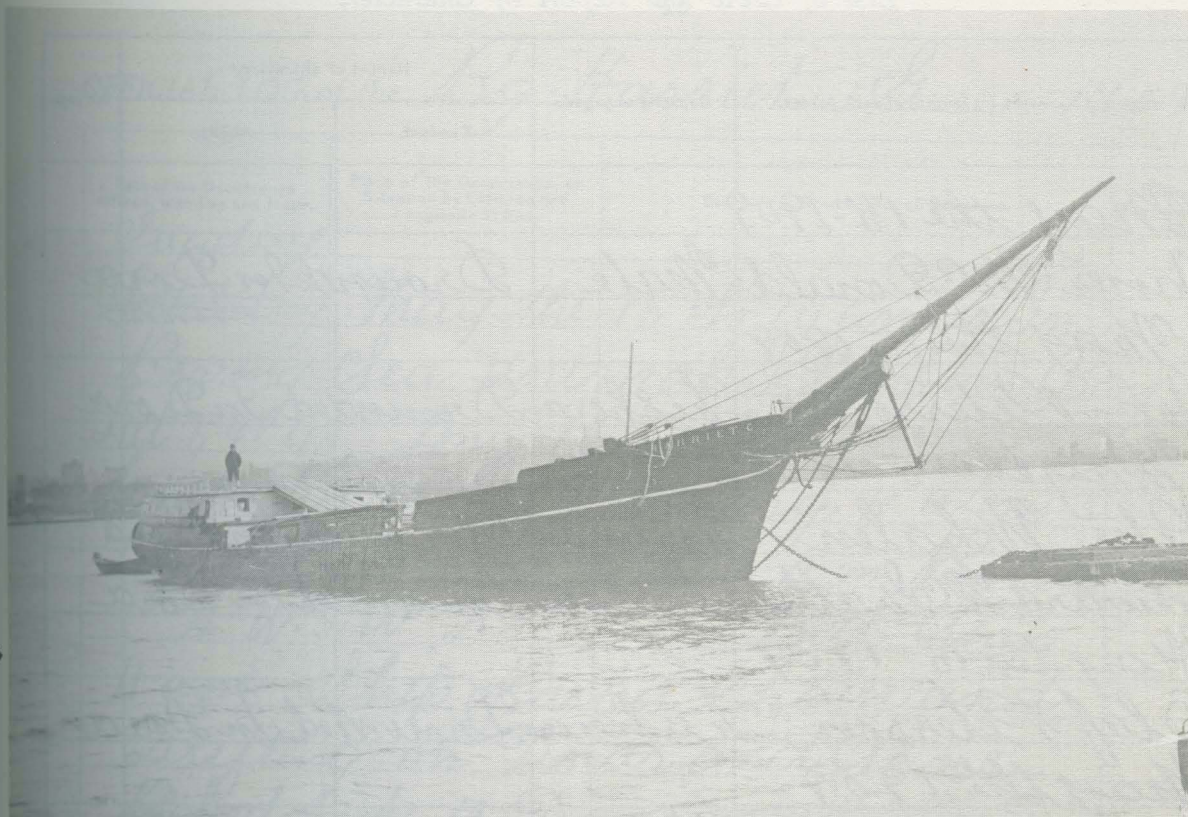
11-520

* V. G. for "Very good;" G. "Good;" M. "Middling;" and I. "Indifferent." The master may also insert particulars of ability or conduct; thus, "Sined on Ship" or "Deasted Ship." If he declines giving any opinion he must so state opposite the man's name.
 If there is any entry in the Log relating in any way to the Crew, the page or pages in the Log where the entry is to be found should be written in the space opposite the man's name.

List of Crew and Report of Character.

Christian and Surname (at length) of each person.	Capacity engaged.	Report of character.*		See page.
		Conduct.	Ability.	
Jas Martin	Cook	EG	=	
Conrad Lee	Cook & Helper	EG	=	
L. Monson	Watchman	EG	=	
Robert Petersen	Dress Gan	EG	=	
W. R. Lindley	Dress Gan	EG	=	
P. W. Dobbs	Dress Gan	EG	=	
William Kerr	Dress Gan	EG	=	
Hans Johnson	Dress Gan	EG	=	
Irish Miller	Dress Gan	EG	=	
Robert March	Dress Gan	EG	=	
Joh. Lewy	Salter	EG	=	
Robert Courage	Salter	EG	=	
Frank Tubert	Dress Gan	Sined on Ship		
Wednesday June the 2 Jules Monson Agreed to Sine from Dora to go on In Dress Gan with Poll Dobbs agreed to split wages with Jules Monson up to Date Sined on aboard ship Stephen Cavanaugh Master Robert Girth				

Upper and lower: HARRIET G at anchor in Seattle harbor after being towed in from the Pacific Ocean. She had encountered a severe storm off Cape Flattery and lost both masts and most of the deck load of lumber.



List of Crew and Report of Character.

Christian and Surname (at length) of each person.	Capacity engaged.	Report of character.*		See page.
		Conduct.	Ability.	
May the 15. 1909				
James McDonald	Mate	Drowned	In Dora	
May the 15. 1909				
John Peterson	Fisherman	Drowned	In Dora	
May the 15. 1909				
Peter Whalen	Fisherman	Drowned	In Dora	
Edward McGrath	Fisherman	Drowned	In Dora	
May the 15. 1909				
Olof Peterson	Fisherman	Drowned	In Dora	
May the 15. 1909				
Sigward Hartinson	Fisherman	Drowned	In Dora	
May the 15. 1909				
James H. Hinkley	Fisherman	Drowned	In Dora	
May the 15. 1909				
John Johnson	Fisherman	Drowned	In Dora	
May the 15. 1909				
Stephen Gorman	Master	Robert	Firth	

OFFICIAL LOG of the *Bg. Harriet. G* 1909 from

Date of the Occurrence entered, with Day and Hour.	Place of the Occurrence, or Situation by Latitude and Longitude at Sea.	Entries required by Act of Congress.	Amount of any Fine or Forfeiture inflicted.
<i>Sunday</i>			
Saturday	<i>May the 15</i>	<i>To a Anker In</i>	
	<i>Bearing Sea Unimak I Doublan Bay</i>		
	<i>Lat 54.43 Long 16 5=12.</i>		
	<i>Launch Doras In Morning 5 a m</i>		
	<i>Light Bear To S.W. 10 a m Bear</i>		
	<i>To W.S.W Doras To Lord Ship</i>		
	<i>11 am Ship Parted Chain and</i>		
	<i>Drifting on Doras and Shore</i>		
	<i>Picked up 12 Doras noon no Doras</i>		
	<i>In Sight To Save Crew and Ship</i>		
	<i>made Sail Stom Sail main Stail</i>		
	<i>For Topsail For Stail and Headed N.W</i>		
	<i>9 Doras Missing from Ship</i>		
	<i>Crew Drowned From Ship</i>		
	<i>First Mat James McDonald</i>		
	<i>Peter Whalen</i>		
	<i>John Peterson</i>		
	<i>Olaf Peterson</i>		
	<i>Edward McGrath</i>		
	<i>Sigward Martinson</i>		
<i>1st Mate</i>	<i>Shipton Cowanagh</i>	<i>Martin Robert Gault</i>	

11-520

N. B.—Every entry in this log-book required by the act must be signed by the master and by the mate or some other of the crew; and every entry of any
 seaman or apprentice who has died must be signed by the master and by the mate and some other member of the crew.

Lewir Wilson in account with

SLOP ACCOUNT.		CASH ACCOUNT.	
Apr 6	Pacific Net & Twine Co	\$ 68 4 3	
June 7	6 Pear Rubber Bands	2 5	
June 16	1 quart Oil	1 5	
July 12	5 lb Smoking Tobacco	20 0	
		6 0	
Aug 8	1 Pear Wooden miter	\$ 7 14 5	
Catch of Fish 76 2 6			
Twenty Seven fifty a thousand		\$ 210 7 7	

I acknowledge having received the articles and cash as charged above.

WITNESS:

Louis Wilson

Robert Hirth

Master.

John McIntosh in account with

SLOP ACCOUNT.		CASH ACCOUNT.	
May 8	2 Pear Wooden Socks	\$ 1 20	
	1 Oil Hat	5 0	
June 7	6 Pear Cotton Gloves	5 0	
Oct 13	Cash	2 2 0	
		10 0 0	
Catch of Fish 86 5 0		12 1 0	
Twenty Seven fifty a thousand		\$ 237 1 7	

I acknowledge having received the articles and cash as charged above.

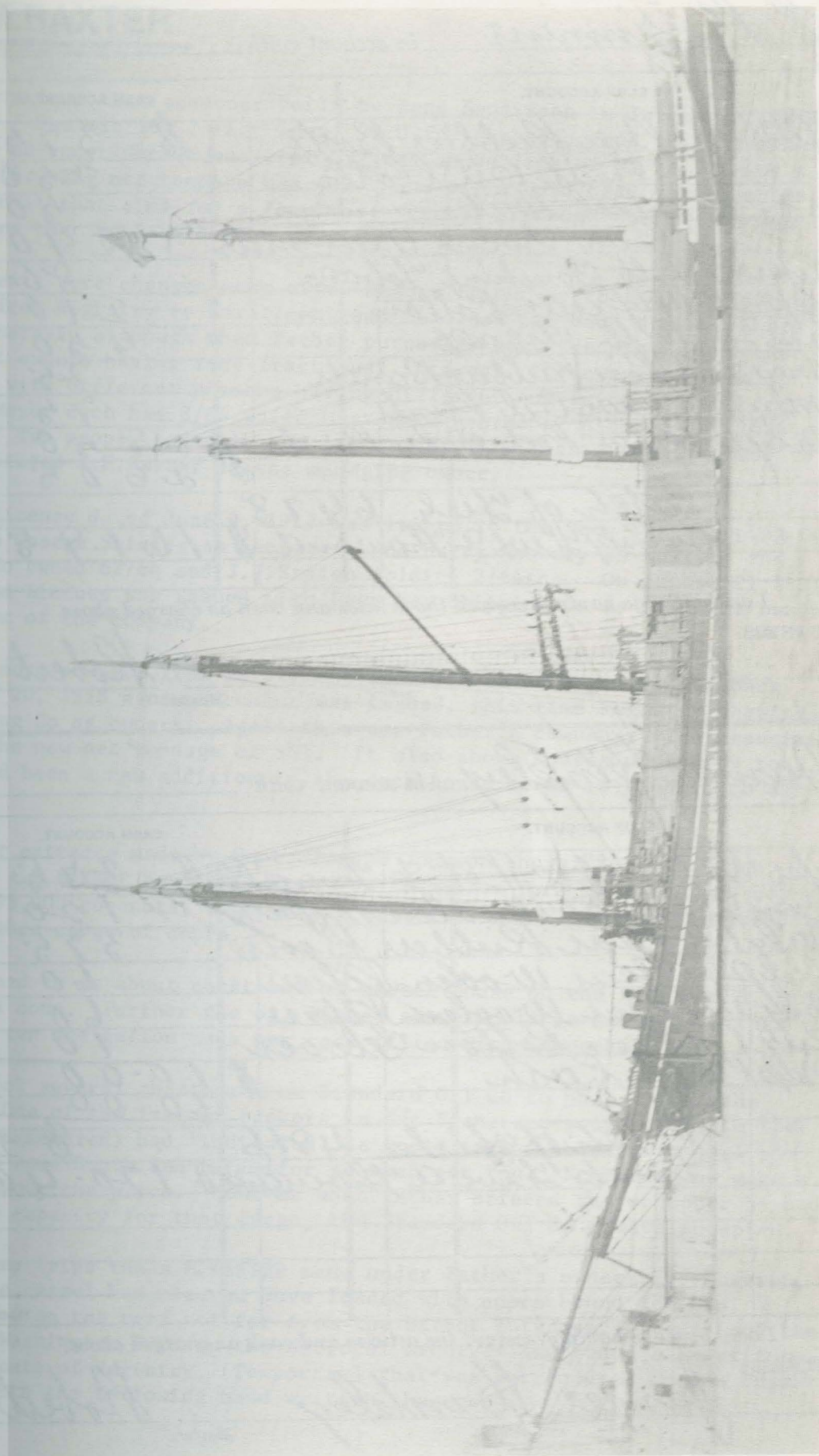
WITNESS:

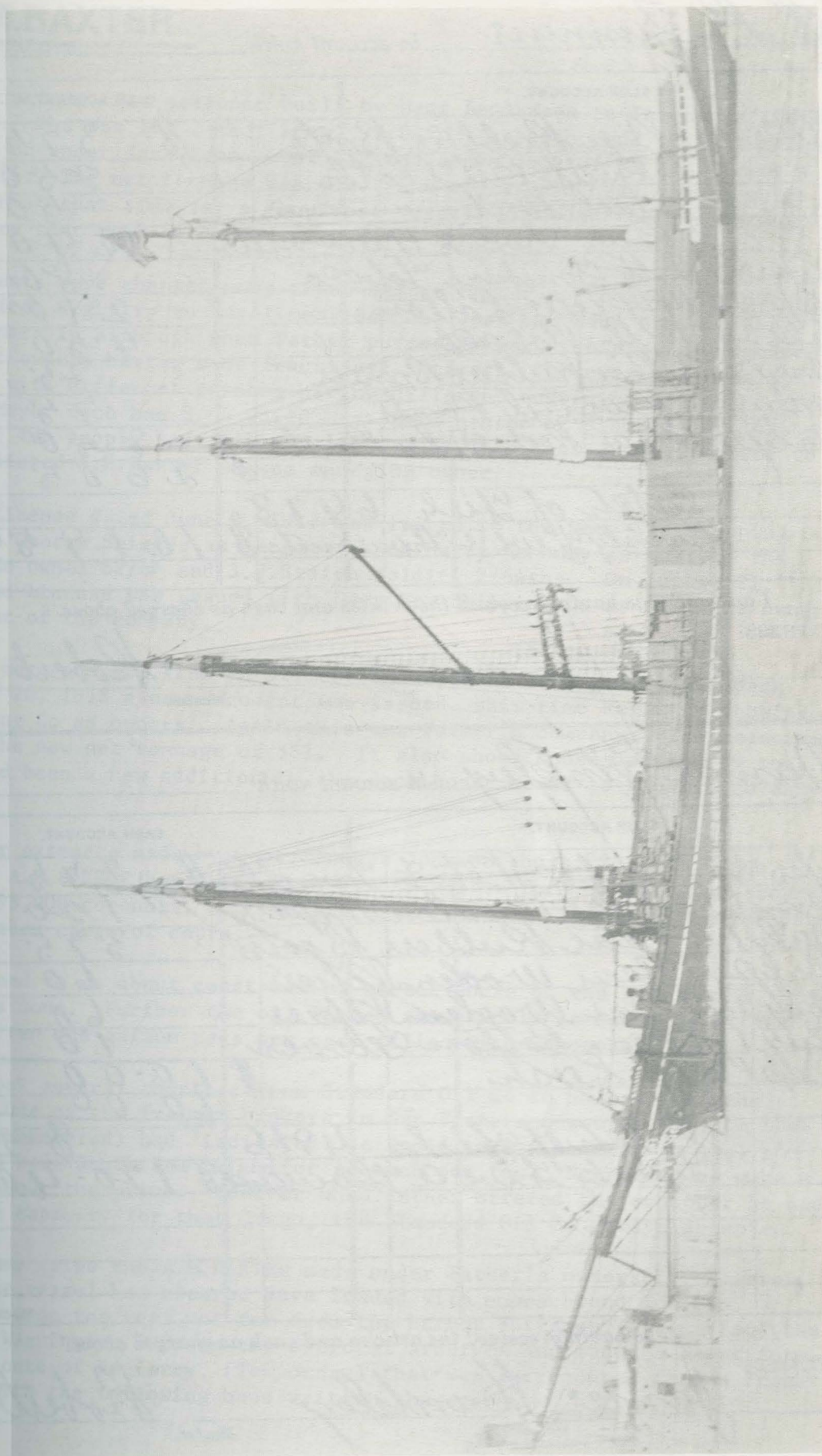
John McIntosh

Robert Hirth

Master.

Schooner A.M. BAXTER loaded with lumber in Suva harbor 1918 ready for discharging. She was lost on leaving Suva on this trip.





E P Timmons

in account with

SLOP ACCOUNT.		CASH ACCOUNT.	
Apr 10	1 Pair Rubbers Boots	\$	3 75
	1 Suit Oil Cloth		2 50
	1 Oil Hat		50
	3 Bear Soles 1 Pair mits		2 40
Apr 23	2 lb Smoking Tobacco		80
Apr 24	14 yards Cotton		2 10
Apr 25	10 lb Tobacco		4 50
May 7	6 Pair Rubbers Bands		25
May 8	1 Pair Oil Pants		75
May 26	1 Pair Red Sole Boots	\$	8 50
			26 05
	Catch of Fish 6478		
	Twenty Five a Thousand	\$	161.95

I acknowledge having received the articles and cash as charged above.

WITNESS:

E P Timmons

Robert Hirth

Master.

James Hinkley

in account with

SLOP ACCOUNT.		CASH ACCOUNT.	
Apr 6	Pacific Stet & Twine Co	\$	3 75
May 6	2 Pair Wooden Skiers		1 20
July 1	1 Pair Rubbers Boots		3 75
July 23	1 Pair Wooden Skiers		60
July 26	1 Pair Wooden Skiers		60
Aug 1	1 Pair Cotton Gloves		10
Sep 13	Cash	\$	100.00
			10 00
	Catch of Fish 4816		\$ 2080
	Twenty Five a Thousand	\$	170.40

I acknowledge having received the articles and cash as charged above.

WITNESS:

James Hinkley

Robert Hirth

Master.

Schooner A.M.BAXTER

The A.M.BAXTER was a four mast schooner built by Hans Bendixson in Fairhaven, (Eureka), California in 1898. She was 162.7 feet long, 37.0 feet breadth, and 12.4 feet deep. Her documents show an under deck tonnage of 452 and above deck of 65.02, giving a gross tonnage of 516. The net tonnage was 430. She was a bald head vessel which was not very common at that time for a four mast vessel, although there were many three mast schooners that were bald head rigged.

Her official documents were changed many times before Father purchased her, although most changes were from Registry to Enrollment and License and back again. There were some changes in ownership although when Father purchased her, the previous document showed 19 different owners having some fractional interest. The ownership was split into sixty fourths with different persons having different number of 1/64th. J.H. Baxter and Albert Meyer each had 8/64 while Mrs. Emma Jenson of Alameda had 14/64, the largest share. Two people had only one 1/64 each. This last document prior to Father's purchase listed J.H.Baxter as the managing owner.

An Enrollment and License dated June 9, 1917 was issued to the Deep Sea Shipping Co of Colman Dock with George Shields as secretary and Harry Ashbury as Master; the Deep Sea Shipping Co owned 62/64 and J.J.Stafen holding 2/64ths. On August 21, 1917 a new Enrollment and License was issued with Deep Sea Shipping Co as the sole owner. Father was the owner of the company.

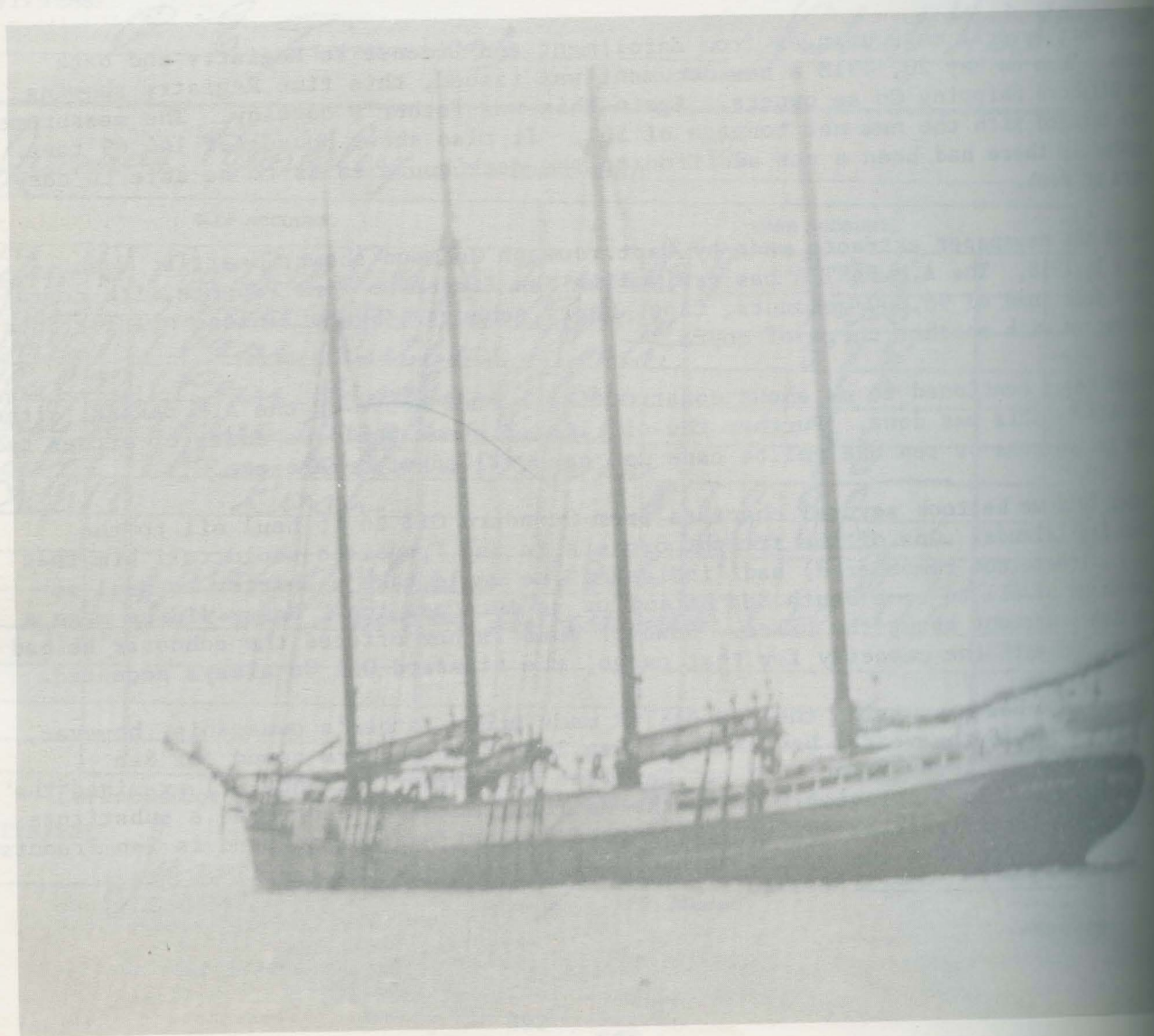
There were several more changes from Enrollment and License to Registry and back again. Then on May 20, 1918 a new document was issued, this time Registry showing the Offshore Shipping Co as owners. Again this was Father's company. The measurements were changed with the new net tonnage of 561. It also shows houses of 144.69 tons. Apparently there had been a new addition to the deck house so as to be able to carry copra on deck.

One of the newspaper extracts made by Capt. Joseph Johnson shows: "Seattle, Wash. April 1, 1918, The A.M.BAXTER has arrived in San Francisco from Papeete with copra and a deck load of 98,000 coconuts, Capt. Harry Ashbury. She will load oil for Suva and return with another cargo of copra."

Father never mentioned to me about constructing a deck house on the A.M.BAXTER, although undoubtedly this was done. Further the oil listed above would be cases of either two five gallon cans or ten one gallon cans per case filled with kerosene.

Father told me he took several charters from Standard Oil Co to haul oil to the South Sea Islands. One of the freight brokers in San Francisco would tell him that Mr.(Name not remembered) had 'indicated' he would take a charter to haul so many cases of oil to some South Sea island for so much per ton. Never did he make a positive statement about the price. However when Father offered the schooner he had in port and with the capacity for that cargo, the Standard Oil Co always accepted.

I do not know how many trips the A.M.BAXTER made under Father's ownership, however, on August 7, 1918 the vessel had cleared Suva loaded with copra bound for San Francisco and was lost on the reef not far from the harbor entrance. I examined the vessel documents in Washington D.C. in the National Archives and found a substitute or duplicate Certificate of Registry, (Temporary) that was surrendered in San Francisco on August 23, 1918 with the following hand written thereon:



Vessel lost _____ stranded at Vitula Lancel, (Port Royal), Suva, Fiji, Aug. 7, 1918.
U.S. Letter 101646 N 1 8 / 17.
? on board
None lost
Original lost ."

Father was in San Francisco at the time the vessel was lost and told me of another mistake he made. He had made the necessary arrangements with the insurance broker for the insurance coverage of the freight money for the cargo of copra. He was to go to the office first thing in the morning to sign the papers. For some reason he was a few minutes late but then went into the inner office of the broker ready to place his name on the dotted line. The door to the outer office opened and the secretary handed the insurance man a note stating at the same time, "I hope it is alright to make this interruption." The note was a telegram stating the vessel had been lost the previous evening. The policy was not signed and was not in force. Father lost the freight money that would have been paid upon delivery of the cargo in San Francisco, the amount that had been agreed upon as freight for a cargo of copra.

Father said to me, "Never let someone interrupt you at an important time." The other thing Father learned was the insurance policy should have been signed earlier and the provision included for the date of departure of the vessel to be added when it became known. At that time there was no telephone to the remote South Sea Islands. Accordingly with only the slow overseas telegraph, messages were considerably delayed. Therefore by Father's original plan of signing the insurance after word had been received that the vessel had departed, he was in fact carrying the insurance while the vessel made the first offing from land.

Father attributed to the crew being three sheets to the wind when the vessel departed as the cause of the loss.

At the time of the loss, the ALBERT MEYER under the command of Capt. Hans Anderson was in the Phillipine Islands loading a cargo of copra at Zamboanga on the island of Mindanao. Father sent instructions to Capt. Anderson to proceed to Suva and determine if there was anything salvagable and particularly whether the vessel might be saved. When Capt. Anderson arrived in Suva, he found the vessel had struck on the solid coral reef and that within a few hours her back had been broken. The only thing of salvage value was the suit of sails that had been removed and placed ashore. These were returned to the U.S. by the ALBERT MEYER. Everything else had either been taken by the natives for their own use or was beyond salvage. Thus another one of the wood sailing vessels that had been constructed in the shipyards on the West Coast of the U.S. was lost forever.

Father did not carry hull insurance on his vessels at this time or even later that I knew of. The premiums were too high. However quite often he took out insurance on the freight money for the trip. The time the ESTHER took fire in San Francisco Bay, there was a survey and general average for the cost of extinguishing the fire and reconditioning the cargo as well as the repairs to the vessel, etc. I have included a copy of the "Statement of General Average" as an interesting historical document in the collection of family history. In it there is the notation on the section on apportionment of costs: "Freight (Meaning the freight money for the hauling of the cargo), None at risk. The Charter Party provided for freight prepaid and not returnable, vessel lost or not lost."

The statement of freight prepaid and the question of insurance on the freight monies due after the cargo was delivered leads me to believe Father was using the freight money, paid in advance or early, for the purchase of other vessels, possibly one that was concerned with a particular cargo. The prepaid freight monies might have been necessary to pay for this vessel. The price for a schooner at that time

Upper: A.M. BAXTER loading lumber at a mill in Hoquiam, Wash.

Lower: A.M. BAXTER at anchor with a new deck house showing. The house was required to store case oil and copra.

UNITED STATES DEPARTMENT OF COMMERCE
BUREAU OF NAVIGATION

Rebuilt at _____ Measured _____
Remeasured _____ Number of crew _____

Certificate of Registry

IN PURSUANCE OF CHAPTER ONE, TITLE XXIII,
"Regulation of Commerce and Navigation, Revised Statutes of the United States."

George W. Shields of Seattle, Wash., Secretary,
having taken and subscribed the oath _____ required by law, and having sworn _____ that
Deep Sea Shipping Co., Colman Dock, Seattle, Wash.,
a corporation organized under the laws of the State of Washington, is-----

SEAL OF THE DEPARTMENT OF COMMERCE

Eugene Tyler Chamberlain
Commissioner of Navigation

of the vessel called the A. M. BAXTER of Seattle
whereof Harry Ashbury is at present master, and is a Citizen of the United States, and that
the said vessel was built in the year 1898, at Fairhaven, Cal., of wood
as appears by P. E. No. 27 issued at Seattle, Wash., August 21, 1917, now surrendered,
trade changed, and 7 said enrollment
having certified that the said vessel is a Schooner, that she has
one deck, four masts, a billet head, and a n elliptic stern; that
her register length is 162.7 feet, her register breadth 37.0 feet, her register depth 12.4 feet,
her height 10 feet, that she measures as follows:

	TONS	100 ^m
Capacity under Tonnage Deck ⁹	452	
Capacity between decks above Tonnage Deck		
Capacity of enclosures on the Upper Deck, viz: ⁹ Forecastle, bridge, poop, trunk,		
hollows, round, side, chart, radio, access hatchways, light and air spaces	64	02
Gross Tonnage	516	
Deductions under Section 4153, Revised Statutes, as amended:		
Grew space <u>14.95</u> , Master's cabin <u>26.87</u>		
Steering gear, Anchor gear <u>19.45</u> , Boatmen's stores <u>11.47</u>		
Chart house, Donkey engine and boiler, Radio house		
Storage of sails <u>12.39</u> , Propelling power (actual space) ¹⁰		
Total Deductions	85	13
Net Tonnage	430	=

The following described spaces, and no others, have been omitted, viz: ¹¹

and the said _____ having agreed to the description and admeasurement
above specified, according to law, said vessel has been duly registered at this Port.

Given under my hand and seal, at the Port of Seattle, this 15th
day of November, in the Year One thousand Nine hundred and seventeen (1917).

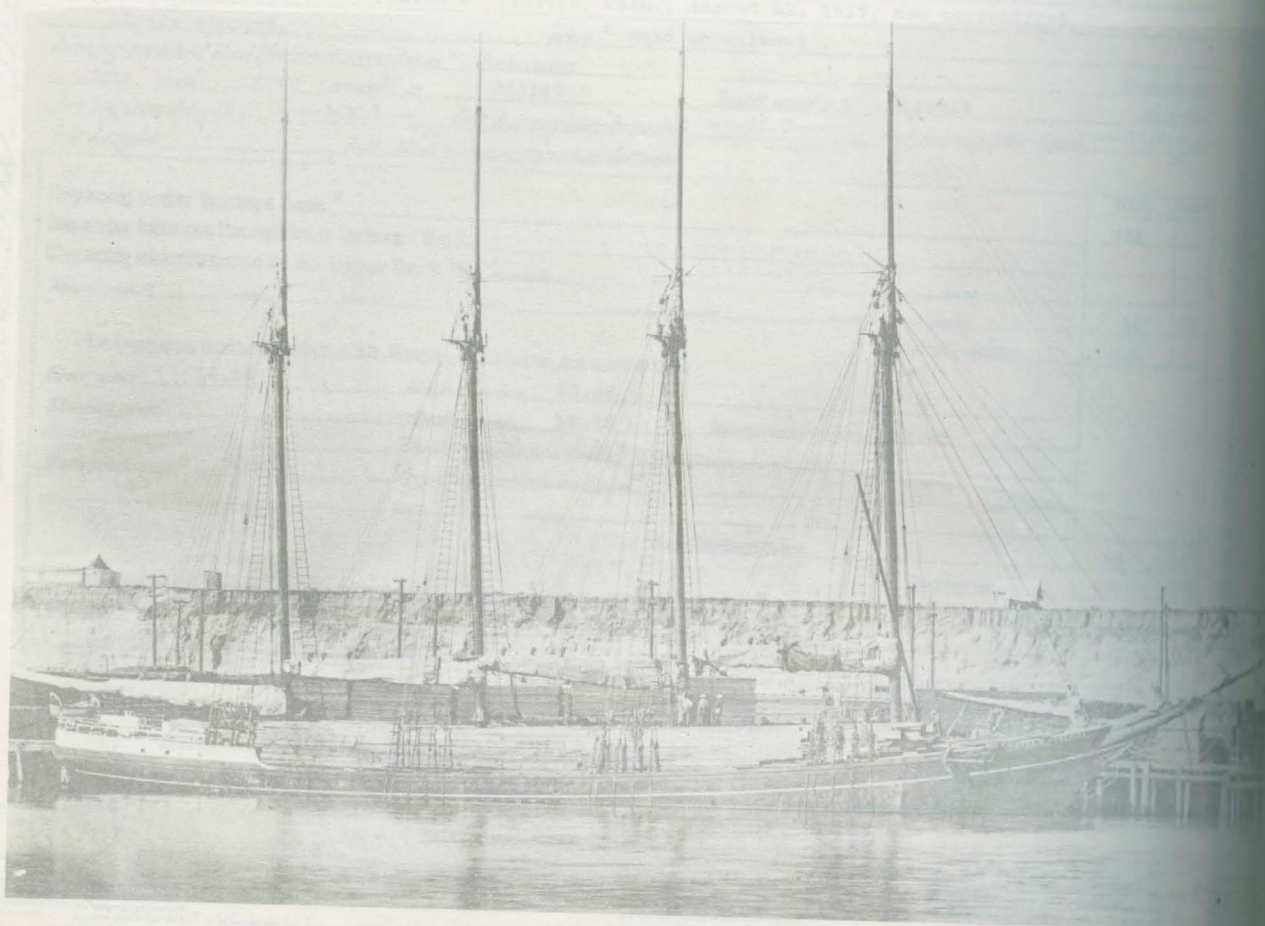
PLACE FOR
SEAL OF NAVAL OFFICER

PLACE FOR
SEAL OF COLLECTOR

No. _____
Notary Officer
Deputy Collector of Customs
Charles Miller

1 Insert name and address of person by whom oath or affirmation was made.
2 Substantiate "affirmation" when necessary.
3 Substantiate "affirmation" when necessary.
4 If there is only one owner, write "he" or "she"; if more than one owner, write "he" or "she" representing "and the owners," together with followed by the names of other owners, their shares and addresses.
5 Write "sailed," "open," "dred," or as required.
6 Give surrendered, in case of document or write "withheld" of _____ builder, if FIRST document of a...
7 Write "said registry," "said enrollment," or "said license." In the FIRST document of a new vessel, give the name and title of the measurer.
8 Measure and give tonnage of each compartment in double bottom and of each peak tank used other than for water ballast which is excluded tonnage.
9 Every foot of all enclosures in square at end of mast line.
10 Net tonnage representing actual machinery space used in ascertaining propelling power.
11 Name and give tonnage of each space exempted.
12 In the FIRST document of a new vessel, give the name of the person whose signing authenticates measurement.

as I recall Father stating was in the region of \$8,000 to \$10,000 although he had paid \$ 27,000 a short time earlier for the ESTHER. The freight for a cargo of case oil to the South Sae Islands and a cargo of copra back would possibly pay for the purchase of a vessel. Hence, he could pay for a vessel in one successful trip, the only problem being the financing or raising the money to gain control over the vessel. By borrowing money on the freight charges due at the end of the voyage either prepaid freight or insurance policy to guarantee the freight money, he could borrow additional money at the banks. This might then provide sufficient funds to purchase a vessel. I am not sure and this is just conjecture, for what it is worth. At any rate Father was a gambler and he usually won.



Schooner ANNIE M. CAMPBELL

The ANNIE M CAMPBELL was a four mast wooden schooner built by Hall Brothers in Port Blakely, Wash. in 1897 for their own account, that of the Port Blakely Mill Co, Sudden and Christenson, and others. The interest of the Port Blakely Mill Co would be for the purpose of having assurance they would have a vessel, along with other vessels over which they exercised control, to haul lumber from the mill to distant ports. She was listed as 565 gross tons, 485 net tons, length 168.4, breadth 37.6, and depth 12.8 feet. She was managed for many years by George E. Billings who was related to the Hall Brothers and was the manager of many of the vessels under the control of the shipyard and the mill. She was named after Annie M. Campbell the wife of John Campbell the superintendent of the Port Blakely mill. She hauled many cargoes from that mill to the far parts of the world.

In 1918 she was sold to Burns Philp and Co, copra merchants, and in the early fall of 1924 they sold the vessel to J.E. Shields of Seattle.

Capt. Shields took a charter to deliver a cargo of lumber from the Port Ludlow mill to Neumea, New Caledonia. H.H. Oosterhuis was selected by Father as Captain. On the return trip she brought a cargo of copra from Rotumah to San Francisco, then continued on to Seattle empty. On this trip I made the journey from Seattle to Port Townsend on one of the Foss tugs, then came on back to Seattle on the ANNIE M CAMPBELL. There was just old Harry, Capt Oosterhuis, and myself.

The next voyage for the vessel, Father secured a charter to haul a lumber cargo to Samoa, but the vessel had to return in ballast as no copra cargo was available.

Father then sold the vessel to a group of men from Chile. The vessel's name was changed to ANTILLA and she was placed under the flag of Chile. I remember the new owners were somewhat disturbed while the vessel lay in Lake Union with the foreign crew on board waiting change of title papers or something. Father also had some things on board which he was removing. One day we were on board at noon and were asked to stay for dinner. Later, the head man from Chile complained to Father "you and your boy eat all my cazuela. We also had a good joke for many years about this man, he bragged before the purchase, "Me big man my country, Antofagasta, Valparaiso, Concepcion, Iquique, and other cities." We made fun for many years about the expression "Me big man my country", and very seldom went beyond Valparaiso, Antofagasta, as those were all we could remember. We also had a kick out of a time he was invited to Father's home for dinner one evening. Mother served canned peas and he used his knife rather than a spoon, and as you might expect some of the peas fell off the spoon. He chased them all over the table with his knife. I guess it is different style on different ships or in different countries.

After the new owners took possession they towed her to Tacoma where a full cargo of lumber was stowed on board. For some reason not now understood by a small boy who was only 9 years old at the time, the vessel was returned to Seattle. I went on board with Father and he pointed out to me that she was overloaded, the low point of the deck was several inches under water. Even Father remarked that the water was up to the hatch coaming.

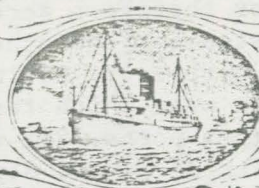
The vessel eventually sailed from Puget Sound bound for Tocopilla, Chile. She experienced difficulties enroute and finally put into Taiohe Bay in the Marquesas Islands waterlogged on August 11, 1926. She rode at anchor for several months then the chain parted and the vessel drifted ashore. Thus the end of another of those beautiful schooners that the Hall Brothers built in Port Blakely, Wash.

Upper: ANNIE M. CAMPBELL under full sail in a light breeze when empty of cargo. Note the squaresail.
Lower: ANNIE M. CAMPBELL with a full load of lumber at a wharf in southern California.

UNITED STATES DEPARTMENT OF COMMERCE

OFFICIAL NO. 107,307
LETTERS 1111

BUREAU OF NAVIGATION



Measured: 1
Rebuilt at: 1
Remeasured: 1

Certificate of Registry

Radio call: _____
Service: Q. T. Light
Number of crew: 5.

IN PURSUANCE OF CHAPTER ONE, TITLE XXIII,

Regulation of Commerce and Navigation, Revised Statutes of the United States.

1 J. E. Shields, of Seattle, Washington, (Room 62, Pier One),
having taken and subscribed the oath² required by law, and having sworn³ that
he is

SEAL OF THE DEPARTMENT OF
COMMERCE

Commissioner of Navigation.

1897
of the vessel called the "ANNIE M. CAMPBELL" of Seattle, Washington,
whereof E. E. Oosterhuis is at present master, and is a Citizen of the United States, and that
the said vessel was built in the year 1907, at Port Blakely, Washington, of Wood,
as appears by P. R. No. 64, issued at San Francisco, California, October 21st, 1920; now surrendered,

Property and district changed and said Register
having certified that the said vessel is a Schooner, that she has
one deck, four masts, a gillet head, and a elliptic stern, that
her register length is 168.4 feet, her register breadth 31.6 feet, her register depth 12.6 feet,
her height feet; that she measures as follows:

	TONS	100'
Capacity under Tonnage Deck ⁸	488	15
Capacity between Decks above Tonnage Deck		
Capacity of inclosures on the Upper Deck, viz: ⁹ Forecastle; bridge; poop; trunk; house; mainmast; side; chart; radio; access hatchways; light and air	77	10
	565	25
Deductions under Section 4153, Revised Statutes, as amended:		
Grew space 32.82; Master's cabin 11.03		
Steering gear ---; Anchor gear 3.00; Boatwain's stores 33.24		
Chart house ---; Donkey engine and boiler ---; Radio house ---		
Storage of sails ---; Propelling power, actual space ¹¹ ---		
Total Deductions	80	08
Net Tonnage	485	

The following-described spaces, and no others, have been omitted, viz: ¹²Forepeak used for water-ballast, aspeak
used for water-ballast, open forecabin, open bridge, open poop, open shelter deck,
anchor gear, steering gear, donkey engine and boiler, light and air
wheelhouse, galley, condenser, water-closets, cabins

and the said¹³ having agreed to the description and dimensions
above specified, according to law, said vessel has been duly registered at this Port.

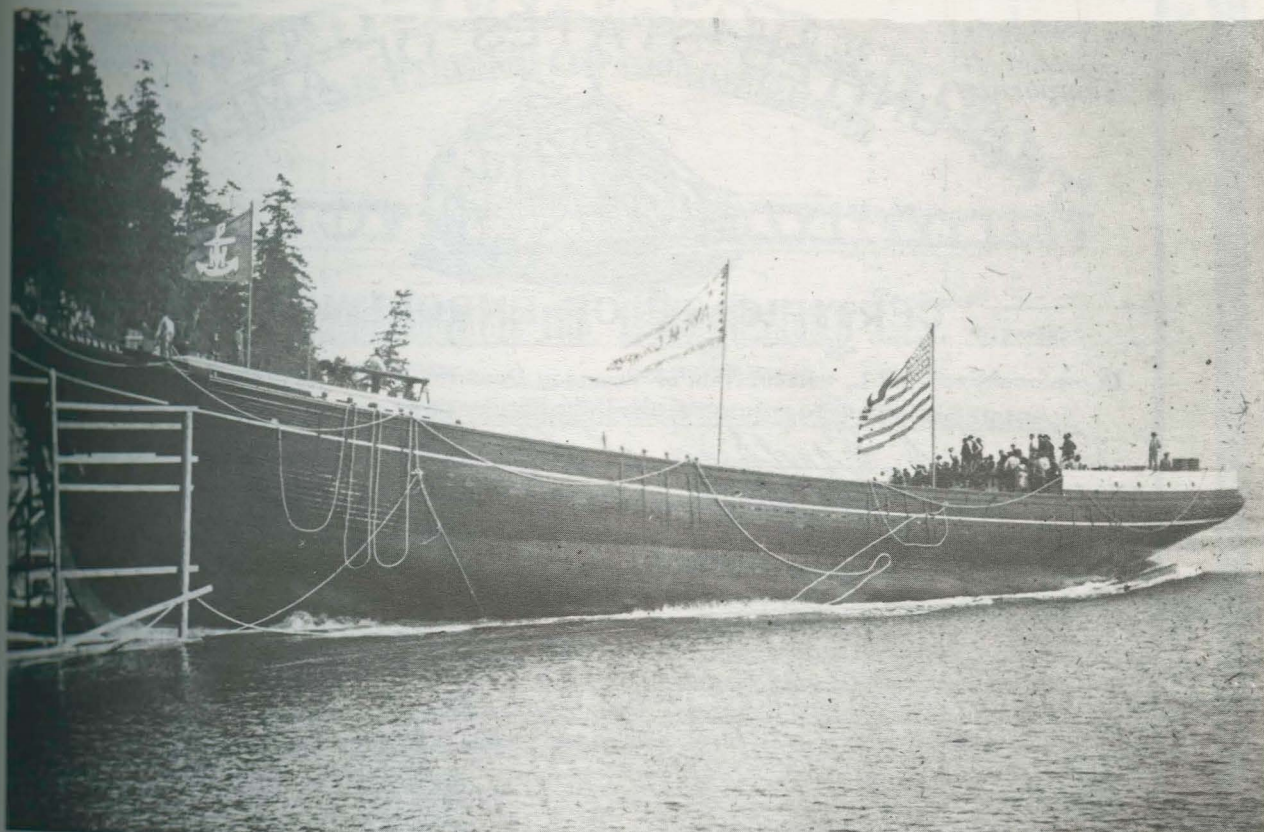
Given under my hand and seal, at the Port of Seattle, Wash., this 3rd
day of September, in the Year One thousand Nine hundred and Twenty-Two.

PLACE FOR
SEAL OF NAVAL OFFICER

PLACE FOR
SEAL OF COLLECTOR

Oscar H. Jones
Deputy Collector of Customs

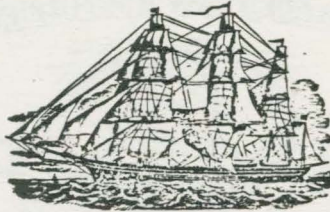
1 Insert name and address of person by whom oath or affirmation was made.
2 Substitute "affirmation" when necessary.
3 Substitute "affirmation" when necessary.
4 If there is only one master, write "he" or "she" if more than one master, write "he or she" and the part
of the vessel which is the master's share of the vessel.
5 "Schooner" is used as required.
6 "Schooner" is used as required.
7 "Schooner" is used as required.
8 Name and gross tonnage of each compartment in double bottom and of each peak tank used other than
for water-ballast which is included herein.
9 Carry detail of all inclosures in spaces at end of next line.
10 To be included in gross only when authorized by the Commissioner of Navigation.
11 "Schooner" is used as required.
12 "Schooner" is used as required.
13 "Schooner" is used as required.



Certificate No.
16 B.
Temporary

THE UNITED STATES OF AMERICA.

Sec. 4319, Rev. Stats.



Cat. No. 538.

OFFICIAL NUMBER,
FOUR-DIGIT LETTERS
107307 KNDL

CERTIFICATE OF ENROLLMENT.

In conformity to Title L, "REGULATION OF VESSELS IN DOMESTIC COMMERCE," of the Revised Statutes of the United States.

August Fridberg of San Francisco Cal.,
having taken and subscribed the oath required by law, and having sworn that he
owning together with Port Blakely Ice
Company (Inc) 1/8 H. K. Hall 1/32 J. M. Johnson 1/16
Annie M. Campbell 1/32 all of Port Blakely
Wash. Puget Sound Commercial Company (Inc)
of Port Blakely, Wash 1/8 James P. Smith of Alameda
Cal 1/16 C. J. V. Fass of Santa Clara, Cal 1/16
W. G. Hall 1/32 R. F. Taylor 1/16 C. H. Christensen 1/16
J. G. Madison 1/16 Robert Sudden 1/16 A. C. Reese 1/16
L. Kaufmann 1/32 all of San Francisco Cal
are

citizens of the United States, and the sole owner of the vessel called the Annie M. Campbell
of San Francisco, whereof August Fridberg, a citizen of the
United States, is master, and that the said vessel was built in the year 1897, at Port Blakely
Wash
as appears by Master Carpenter's Certificate and
Pay Certificate
and J. J. Ford Spil Surry having certified that the said vessel is a schooner
built of Wood; that she has One deck four mast 3 Pill head Elliptic
stern; that her length is 168⁴/₄ feet, her breadth 37⁶/₄ feet, her depth 12³/₄ feet, her height
feet; that she measures as follows:

	TONS	100ths
Capacity under tonnage deck	488	15
Capacity between decks above tonnage deck		
Capacity of inclosures on the upper deck, viz:	77	10
Gross Tonnage	565	25
Deductions under Section 4153, Revised Statutes, as amended by Act of March 2, 1895:		
Crew space, 32.82; Master's cabin, 11.03;	43	85
Steering gear, 3.00; Anchor gear, 3.00;	3	00
Boatswain's stores, 33.24; Chart house, ; Storage of sails, 33.24;	33	24
Donkey engine and boiler, ; Propelling power, ;	80	09
Total Deductions	80	09
Net Tonnage	485	16

that the following-described spaces, and no others, have been omitted, viz:

and the said August Fridberg having agreed to the inscription
said Vessel has been duly Enrolled at the Port of Seattle

Given under my hand and seal at the Port of Seattle, in the District of Puget Sound
this 19th day of October in the year one thousand eight hundred and ninety-seven
None
Naval Officer.

P. P. Christian
DEPUTY COLLECTOR OF CUSTOMS.

* Insert word "Permanent" or "Temporary," as required.
* Insert name and address of the sea who swore or affirmed.

* If there is only one owner, insert "is" or "are." If more than one owner, add word "owning" after
"is" or "are." If part owned, then insert name of other owners, their names and addresses.
* If incorporated company, insert word "citizen of the United States and."

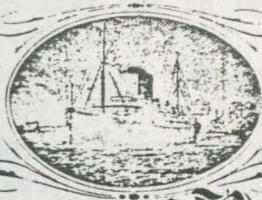
* See Regulations regarding the documentation of different classes of vessels.

* Have described previous document, etc.
* Insert "said registry," "said enrollment," or "said license." In every original enrollment the name and title
of the owner of the vessel.
* Deductions to be made only as authorized by law.
* In every original enrollment insert words "the said" having agreed to the description and measure-
ment above specified.

UNITED STATES OF AMERICA

DEPARTMENT OF COMMERCE

BUREAU OF NAVIGATION



Certificate of Registry

IN PURSUANCE OF CHAPTER ONE, TITLE XXIII,

Regulation of Commerce and Navigation, Revised Statutes of the United States,

Masted: _____
Rebuilt at: _____
Renovated: _____
Radio call: _____
Service: O. Freight.
Number of crew: 8.

Geo. E. Billings, of San Francisco, State of California,

having taken and subscribed the oath ² required by law, and having sworn ³ that
he owning 6/64, together with Aug. Fridberg 4/64, Gale H. Carter 2/64, Augusta T. Dennison 4/64,
"Sudden Estate Company" (Inc.) 4/64, "Port Blakely Mill Company" (Inc.) 4/64, "Allen Shipping Company"
(Inc.) 4/64, Geo. W. Hendry of said place 1/64, E. T. Ford of Oakland 2/64, Mrs. Fannie Pratt of Crockett
4/64, Haren Jorgensen (widow) of Hayward 4/96, Earl M. Jorgensen 1/96, Ida E. Jorgensen of said place
1/96, "James Tuft Estate Company" (Inc.) of Alameda 4/64, Roy C. Ward of Mill Valley, State aforesaid
1/64, Theodore Hansen of Seattle, Wash., 4/64, Ida Johnson (widow) 2/64, Bella M. Johnson 1/96,
Catherine E. Johnson 1/96, Edna L. Johnson of said place 1/96, Annie M. Campbell of Port Blakely 2/64,
Jan. W. Hall of Winslow 2/64, and "Pugot Sound Commercial Company" (Inc.) of Port Gamble, State
aforesaid 8/64, are _____

the only owners

of the vessel called the ANNIE M. CAMPBELL, of San Francisco
whereof Theodore Hansen is at present master, and is a citizen of the United States, and that
the said vessel was built in the year 1897, at Port Blakely, Wash., of wood
as appears by P.E. & L. 27, issued at San Francisco, Cal., August 13, 1918, now surrendered,
trade changed, and ⁷ said Enrollment

having certified that the said vessel is a Schooner, that she has
One deck, Four masts, a Billet head, and a n Elliptic stern; that
her register length is 168.4 feet, her register breadth 37.6 feet, her register depth 12.8 feet,
her height 10 feet, that she measures as follows:

	TONS	100 ^{ms}
Capacity under Tonnage Deck ⁸	488	15
Capacity between Decks above Tonnage Deck		
Capacity of enclosures on the Upper Deck, viz: ⁹ Forecastle, bridge, poop, trunk		
Anchor room, side, chart, radio, access hatchways, light and air	77	10
Stowage under Section 4152, Revised Statutes, as amended:	565	--
Green space 32.82, Master's cabin 11.03, 43.85		
Storing gear, Anchor gear 3.0, Bontsuoins stores 33.24, 36.24		
Chart house, Donkey engine and boiler, Radio house		
Stowage of sails, Propelling power, actual space ¹¹	80.09	
Total Enclosures	80	09
Net Tonnage	485	=

The following described spaces, and no others, have been omitted, viz: ¹² Forepeak used for water ballast, afterpeak
used for water ballast, open forecabin, open bridge, open poop, open shelter deck
anchor gear, steering gear, donkey engine and boiler, light and air,
wheelhouse, galley, condenser, water closets, cabins

and the said ¹³ having agreed to the description and dimensions
above specified, according to law, said vessel has been duly registered at this Port.

Given under my hand and seal, at the Port of Port Townsend, Washington, this twentyfourth
day of October, in the Year One thousand Nine hundred and Eighteen.

PLACE FOR
SEAL OF MARSH OFFICER

None

Noted Officer

PLACE FOR
SEAL OF COLLECTOR

Oscar H. Saw
Deputy
Collector of Customs

¹ Names and address of persons by whom oath or affirmation was made.
² Subscribed information when necessary.
³ Subscribed information when necessary.
⁴ There is no need to subscribe to the oath if over then one owner writes "I do" and the part
"sworn" is followed by the names of other owners, their shares and addresses.
⁵ This "I do" may be required.
⁶ This "I do" may be required.
⁷ This "I do" may be required.
⁸ This "I do" may be required.
⁹ This "I do" may be required.
¹⁰ This "I do" may be required.
¹¹ This "I do" may be required.
¹² This "I do" may be required.
¹³ This "I do" may be required.

Schooner SOPHIE CHRISTENSON

The four mast schooner SOPHIE CHRISTENSON was the pride and joy of old Cap. Shields, the flag ship of his fleet and the jewel in his eyes. He purchased her from Henry Seaborn, a ship operator of wide remown in both San Francisco and Seattle.

This fine vessel was from the ways of the Hall Brothers Shipyard in Port Blakley. She was constructed for the account of Sudden and Christenson, a shipping firm then located with head offices in San Francisco.

A copy of the first or original Enrollment and License is included here and shows the large number of persons having a fractional ownership in the vessel. The shares were split in 1/32 ths and the document shows the portion held by each person. Mr. E.A.Christenson was managing owner. Between the Suddens and Christensons, they held 11/32 of the vessel. Other well known San Francisco names appear on the document including Baxter, Rohlfss, Delano, and Johnson. Most vessels were split in 1/64ths, allowing a smaller investment by an individual. It is noteworthy that on this vessel neither the shipyard or the adjacent saw mill was represented in the ownership list.

There is also attached here a copy of the original contract and builders specification for the construction of the vessel. The purchase price was \$50,000 complete which would have included a full set of sails with several spares, all running rigging, chain, anchors, and everything ready to proceed to a loading berth and thence to sea.

Sudden and Christenson operated her in the U.S. West Coast to off-shore trade including South America, Australia, China, and the South Pacific islands known as the South Sea Islands along with several other schooners under their ownership.

Sudden and Christenson operated the vessel until 1917 when she was sold to the Fife Shipping Co. During this period from launching to 1917, the documents were changed 14 times primarily between Registry and Enrollment and License. No 16 document was Fife Shipping Co and indicated R.C.Reid of San Francisco as president. Again the changes between Registry and E.&L. Document no 25 dated April 6, 1921 was Enrollment and License with Henry Seaborn of Seattle as owner. Again several more trade designation changes, then document no 29 was issued on Jan. 28, 1925 showing the Westward Packing Co of Bellingham as owner at which time she was under Registry

The SOPHIE CHRISTENSON was a frequent caller at the port of Grays Harbor during her early life, loading lumber at the various mills. At one time as the story was told to me, the SOPHIE CHRISTENSON had been loaded down to her marks with lumber in Hoquiam and all set for the tow to sea. All the deck lashing chains were tight, the groceries were well stowed below, a fire was burning briskly in the galley stove with the odor of coffee filling the room. The crew had been brought down from the local house of pleasure, where a last drink and the other pleasures being offered there were enjoyed for the last time in several months to come. The girls did their duty for the crew men as a last farewell. The large steam tug came alongside and made her lines fast. With a mighty blast from the tug's whistle, the lines from the schooner to the mill wharf were cast off, and then both schooner and tug slowly proceeded down the Hoquiam River.

Now the Hoquiam River has several sharp bends and the negotiation of these required the assistance from the rudder of the sailing vessel as well as that of the tug. Now everyone knows that on a sailing vessel, there is always a jibboom that projects 50 to 75 feet out in front of the vessel and that when negotiating the bends of the river, much care must be taken that the jibboom does not strike some other vessel moored along the river, or one of the many wharfs. Well.... on this day they were approaching a tight bend with a wharf projecting out on the Port side. On the outer end of this particular wharf was a small shed or building, possibly four feet square, and with crescent shaped holes for ventilation near the top. Further, it projected slightly past the outer edge of the wharf. Now it also happened that at this instant there was in this small building, one union agent who was not on the best terms with the captain of the SOPHIE CHRISTENSON. For some unknown reason, or at least that is the way it was told, the captain when assisting the tug with the schooner's rudder, turned the rudder the wrong way, that is to port instead of going to starboard as the tug captain had directed. Before anyone could notice, the jibboom from the schooner caught the side of the small building. The captain of the SOPHIE CHRISTENSON immediately became aware of the mistake and brought the rudder over to starboard so the vessel would not strike the wharf, but in the process the small building was toppled over and into the river.

Those on the wharf watching, and who had scurried back away from the face of the wharf so as to not be hurt by the big schooner outstretched spear-like jibboom as she slowly glided closer to that wharf saw this shed strike the water. Soon there were audible sounds from within the floating boxlike former shed, and two of them ran to the beach where they found a small skiff. They rowed to the place where the sounds emanated and then heard cries from within! The debris was towed by the skiff to the shore where it was turned over so the door could be opened and there inside was a soaking wet union agent with his pants all snarled around his feet. At least that is the story as told by some old timers on the Hoquiam waterfront.

Early in 1921 the SOPHIE CHRISTENSON cleared Grays Harbor bound for Callao, Peru. When in a position 20 degrees south of the equator, the Japanese cook killed Captain L.W. McCarron by stabbing him with a long butcher knife as the captain slept. This was followed by the mate killing the cook. The vessel was returned to the U.S. port of San Francisco by H.A. Friese the mate. He chose not to enter a South American port with two murders on his hands. He entered San Francisco 107 days out of Grays Harbor. He then was signed on as formal captain and the vessel resumed her interrupted voyage. Capt. Friese delivered the lumber in Callao and returned to Puget Sound in ballast in the record time of 54 days. The captain claimed he lost eight days off Cape Flattery in a gale of wind when he was not able to enter the Straits of Juan de Fuca.

The vessel was next scheduled to load 850,000 fbm. lumber for Tocopilla and then take nitrates to Honolulu, returning to Puget Sound without cargo.

The SOPHIE CHRISTENSON was a good sailer and made many fine passages during her lifetime. Sudden and Christenson sent her on many voyages to the fabled islands of the Pacific, those islands where all of us wished to visit, if only in our dreams.

Father bought the vessel from Henry Seaborn, probably acting as agent for Westward Packing Co. Paul Kaufman of the Northwest Instrument Co in Seattle said Father was done out of the chronometer for the vessel. Old Henry Seaborn called Paul Kaufman on the phone at the Northwest Instrument Co., where the chronometers were stored for all of the inactive vessels. They would be stolen if left on the vessel. Paul was instructed by Henry to remove the vessel's

name from the tag on the SOPHIE's chronometer. The Bill of Sale for all vessels is a printed form and contains the clause "all of the vessel's equipment whether on board or ashore." Father did not get the chronometer and did not know why. Paul told me about this many years later

At the time Father bought the SOPHIE CHRISTENSON, she was moored at the Lake Washington Shipyard in Kirkland on Lake Washington. At that time Andy Shields had come to Seattle from the farm in Mosa Township of Ontario by way of Detroit. This was near the First of November, 1925. Father had selected Hans Anderson to be captain, Hans having worked for Father during World War I as captain of the ALBERT MEYER. Father had the highest respect for Capt. Anderson. Capt. Anderson was staying at this time at Father's house and Andy was there also. It was therefore only natural for Hans to suggest to Andy that he as a young man out to seek his fortune and explore the far corners of the world well away from the farm, might think about taking the next trip on the vessel which had been chartered to load a full cargo of lumber at the Hasting's Mill in Vancouver B.C. for delivery in the Fiji Islands and Tongas Islands.

Andy went to Kirkland and had his first look at a sailing vessel or any vessel for that matter. There is a story of Andy's life on the schooner elsewhere in this account. At any rate, he went to Kirkland and made the trip on the vessel as she was towed from there to the Todd Shipyard in Seattle for inspection and preparation for the upcoming voyage.

The schooner made two trips to the Fiji Islands. On the first voyage the vessel developed a severe leak when a short distance south of the Hawaiian Islands. From that time until she was unloaded the crew had to man the hand pumps almost steadily. The leak was caused by the loss of the caulking of one seam under the port counter or stern. There was one plank that would not stay tight and on several later voyages the caulking came out again. It was a fault of the builders who had left a condition of a small plank where the shipwrights at the time of construction were tapering the planks at the stern. They made one plank too short and the fastenings did not hold. The plank would move just enough that the caulking would work loose and then the sea water would enter. On the second voyage the rudder stalk broke and the crew under the direction of Capt. Hans had to make a jury rig to control the rudder so they could steer. The old rudder stalk had been considered no longer good enough and Father had installed the replacement one from a Douglas Fir log. Capt. Hans had wanted the new one to be of iron bark, a very strong wood. Father being the owner prevailed and on the second voyage the inadequacy of the fir was shown.

After the SOPHIE CHRISTENSON returned from that second voyage, Father did not have another charter. The vessel was laid up in Lake Union and Hans Anderson left her. The next cargo Father secured was a load of coal in sacks for delivery in Nome, Alaska in the spring of 1927 under the command of Capt. Dan Martin. On the return leg of the voyage she brought back to Seattle a load of scrap iron from the gold fields, left over from the stampede of 1902/05. I remember Capt. Martin had salvaged a considerable quantity of pipe fittings for use as spare parts on the schooner.

The stout schooner was laid up for several months, then Father secured another cargo. The charter provided for the schooner to load a full cargo of lumber again at the Hasting's Mill in Vancouver B.C. for delivery to Apia, Samoa. Capt. H.H. (Harry) Oosterhuis who had formerly been in the ANNIE M. CAMPBELL for Father was given the command. He took his two brothers along as the mates. On departure from Vancouver, Father sent the PHYLLIS S. to tow her to sea. The new-that-year seine boat, only 65 feet long, was quite small for the task, but in the end accomplished the chore. Andy Shields told me he was engineer